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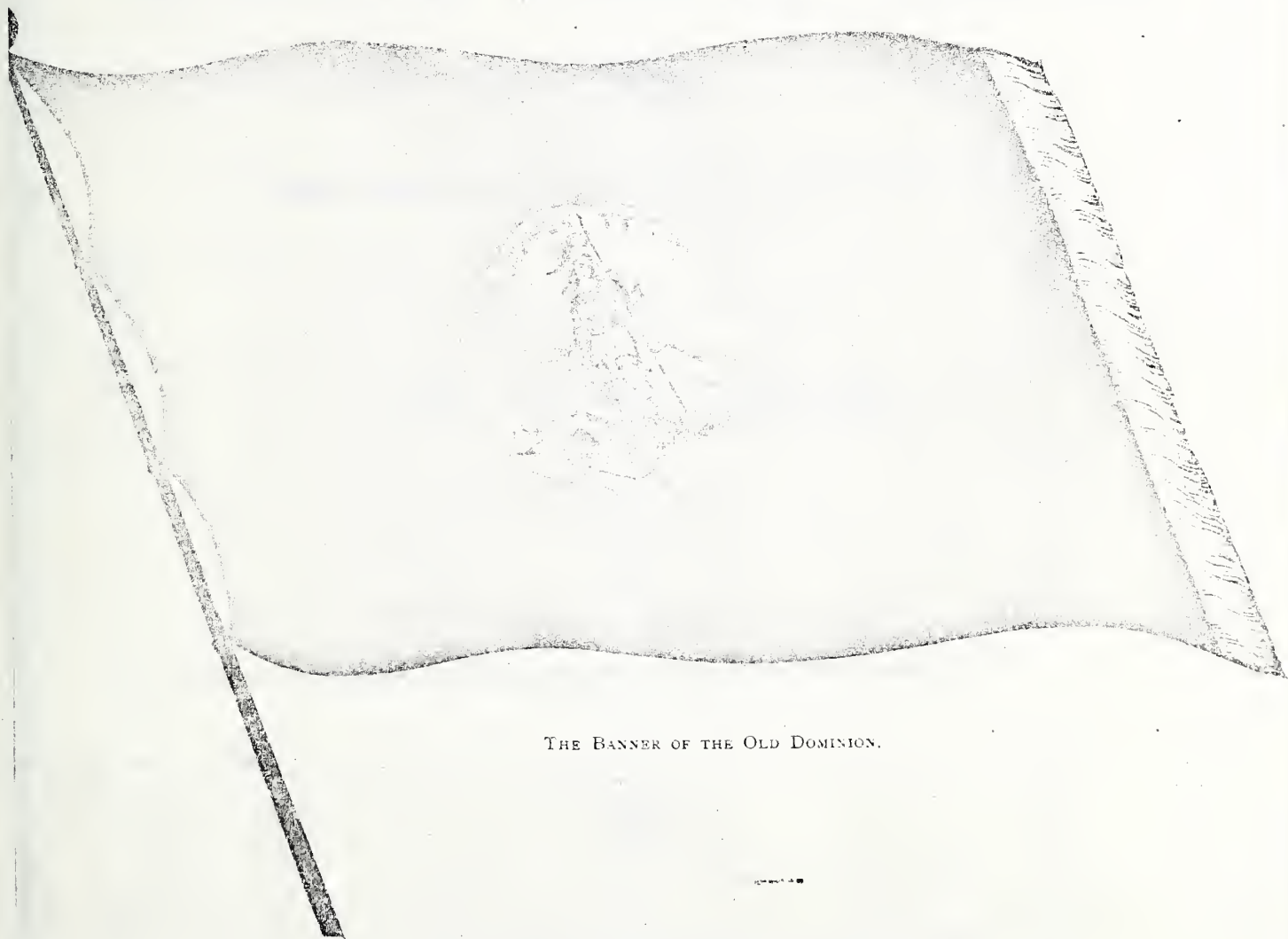


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THE BANNER OF THE OLD DOMINION.

HISTORY

OF

NORFOLK COUNTY, VIRGINIA,

AND

REPRESENTATIVE CITIZENS,

EDITED AND COMPILED BY

COL. WILLIAM H. STEWART.

"The Truth in Love."

"History is Philosophy Teaching by Examples."


1637-1900.

v.1

PUBLISHED BY
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Preface.

 THE aim of the publishers of this volume has been to secure for the historic portion thereof full and accurate information respecting all subjects therein treated, and to present the data thus gathered in a clear and impartial manner. If, as is their hope, they have succeeded in this endeavor, the credit is mainly due to the diligent and exhaustive research of Col. William H. Stewart, of Portsmouth, Virginia, whose high character and recognized ability as a member of the bar of Norfolk County, together with his services as a patriot to his State and County, have brought him prominently before the people of the Old Dominion. Colonel Stewart has devoted himself to this important task as a labor of love, and his patient and conscientious effort in the compilation and presentation of facts is conspicuously manifest in every page of the historical narration. His record gives a lucid topographical description of the county, portrays the earliest civilized settlements, furnishes a comprehensive review of its organization, its industrial growth, its achievements in war, and of the leading events in the stages of its development from 1637 to 1900. Although the purpose of the author was to limit the narrative to the close of 1900, he has deemed it proper to touch on some matters over-lapping into the succeeding year. The wide range and circumstantial thoroughness of this history are readily discernible by a perusal of its table of contents.

In its preparation, the editor desires to make acknowledgment of invaluable assistance from Howe's History of Virginia, Burton and Forrest's History of Norfolk, Lull's History of the Navy Yard, Porter's Military History of Norfolk County, Jones' History of Baptist Churches and the American Archives. He has also been the recipient in the course of compilation of most appreciable personal favors from C. Whittle Sams, Esq., James F. Carr, Esq., Thomas B. Rowland, Esq., John W. H. Porter, Esq., A. H. Grandy, Esq., Capt. E. V. White, Col. William Lamb and others.

The reviews of resolute and strenuous lives, which make up the biographical department of the volume, and whose authorship is independent of that the history, are admirably adapted to foster local ties, to inculcate civic virtue, and to emphasize the rewards of industry, dominated by intelligent purpose. They constitute a most appropriate medium of perpetuating personal annals, and will be of incalculable value to the descendants of those therein commemorated. They bring into bold relief careers of enterprise and thrift, and make manifest valid claims to honorable distinction. If "Biography is the only true History," it is obviously the duty of men of the present day to preserve in this enduring form the story of their lives, in order that their posterity may dwell on the successful struggles thus recorded and profit by their example. These sketches, replete with stirring incidents and intense experiences, will naturally prove to many of the readers of this book a most attractive feature.

In the aggregate of personal memoirs, thus collated, will be found a vivid epitome of the growth of Norfolk County, which will fitly supplement the historic statement; for the development of the county is identified with that of the men and women to whom it is attributable. The publishers have endeavored in the preparation of the work to pass over no feature of it slightly, but to give heed to the minutest details, and thus to invest it with a substantial accuracy which no other treatment would afford. The result has amply justified the care thus exercised, for in our belief no more reliable production, under the circumstances, could be laid before its readers.

We have given especial prominence to the portraits of representative citizens, which appear throughout this volume, and believe they will prove a most interesting feature of the work. We have sought to illustrate the different spheres of industrial and professional achievement as conspicuously as possible. To all who have kindly aided in the successful production of the book, by voluntarily contributing most useful information and data, we herewith tender our grateful acknowledgment.

THE PUBLISHERS.

Chicago, Ill., May, 1902.

—NOTE—

All the biographical sketches published in this volume were submitted to their respective subjects, or to the subscribers, from whom the facts were primarily obtained, for their approval or correction before going to press; and a reasonable time was allowed in each case for the return of the type-written copies. Most of them were returned to us within the time allotted, or before the work was printed, after being corrected or revised; and these may therefore be regarded as reasonably accurate.

A few, however, were not returned to us; and as we have no means of knowing whether they contain errors or not, we cannot vouch for their accuracy. In justice to our readers, and to render this work more valuable for reference purposes, we have indicated these uncorrected sketches by a small asterisk (*), placed immediately after the name of the subject. They will all be found on the last pages of the book.

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Table of Contents.

CHAPTER I.	
VIRGINIA.....	13
Its Statesmen—Soldiers—Grand Commonwealth.	
CHAPTER II.	
SETTLEMENT AND ORGANIZATION OF NORFOLK COUNTY.....	15
Discovery of Virginia—New Norfolk Carved from Elizabeth City Shire—Lower New Norfolk Separated from Nansemond County—Early Settlements—Incidents of Pioneer Life—Early Settlers—Indian Tribes—Burgesses—Lower Norfolk County Divided—Physical Description of the County—Railroad and Steamship Lines—Colonial Homes—Articles of Apprenticeship—Bill of Sale for Slaves—Historical Incidents.	
CHAPTER III.	
MILITARY HISTORY OF THE COUNTY.....	30
Indian Wars—Colonial Officers and Soldiers—Manner of Bearing Expenses of the Indian Wars—Colonial Military Tactics—Committee of Safety—Revolutionary Times—Dunmore's Doings—Battle of Great Bridge—Correspondence of Woodford and Howe—Destruction of Norfolk—Other Invasions and Depredations of the British—Some Soldiers and Sailors of the Revolution—Itemized Statement of Losses Sustained by a Citizen of Norfolk During the Bombardment—British Property Confiscated—Daughters of the American Revolution.	
CHAPTER IV.	
MILITARY HISTORY OF THE COUNTY—Continued.....	59
Period of Peace Succeeding the Revolution—England's Hostile Acts Towards Our Commerce and Coast Bringing the War of 1812—British Fleet in Hampton Roads—Depredations—Battle of Craney Island—The Mexican War.	
CHAPTER V.	
MILITARY HISTORY OF THE COUNTY—Continued.....	67
Events Leading up to Secession—Abandonment and Destruction of the Navy Yard by the Federals—Occupation of the Navy Yard by Virginia—Fortification of Approaches to the Harbor—Battle of Sewell's Point—Devotion of the Confederate Women.	
CHAPTER VI.	
MILITARY HISTORY OF THE COUNTY—Continued.....	77
The Great Battle of Hampton Roads—Destruction of the "Cumberland" and "Congress"—Famous Conflict of the Iron-Clads—Victory of the "Virginia" over the "Monitor"—Different reports of the Fight—Officers of the "Virginia"—Evacuation of Norfolk County by the Confederate Forces.	
CHAPTER VII.	
MILITARY HISTORY OF THE COUNTY—Continued.....	99
Norfolk County Under Military Rule—Post-Bellum or Reconstruction Times—Patriotism of Confederate Soldiers and Sailors—List of the Soldiers and Sailors of Norfolk County—Confederate Flags and Great Seal—Sisters of Mercy.	
CHAPTER VIII.	
MILITARY HISTORY OF THE COUNTY—Continued.....	137
Confederate Monuments at Portsmouth and Norfolk—Confederate Veterans' Camps of Norfolk, Portsmouth and Berkley—United Daughters of the Confederacy Chapters at Norfolk and Portsmouth.	
CHAPTER IX.	
MILITARY HISTORY OF THE COUNTY—Continued.....	152
Spanish-American War—Roster of Jackson Light Infantry, Lee Rifles, Norfolk City Guard, Old Dominion Guard, Portsmouth Rifle Company—Citizen Sailors of the "Maine".	

TABLE OF CONTENTS.

9

CHAPTER X.

THE AGRICULTURAL RESOURCES.....	156
Growth and Importance of the Trucking Industry—The "Father of Truckers"—The Chief Crops Grown Profitably Here—Tobacco, the Dethroned King—Early Regulations on the Growth of Tobacco.	

CHAPTER XI.

THE DISMAL SWAMP	160
The Wonderful Swamp Region of Norfolk County—O'Reilly's Description of the Dismal Swamp—Juniper Water—Geology—Topography—Vegetation—Animal Life—Methods of Draining.	

CHAPTER XII.

PUBLIC EDUCATION AND LIBRARIES.....	177
The First School of the County—The First General Public School Law Enacted—St. Bride's Academy—Churchland Academy—First Complete Public School System Established in the County—Seaboard Teachers' Association—Public Schools Re-established After the War, Under the New Constitution—Public Schools of Norfolk—Public Schools of Portsmouth—Norfolk Academy—Norfolk's Libraries.	

CHAPTER XIII.

CHURCHES AND BENEVOLENT ORGANIZATIONS	188
The Church of England in the Colony of Virginia—Elizabeth River Parish—The Parish Divided into Elizabeth River, Portsmouth and St. Bride's Parishes—St. Paul's Church and Norfolk Long Ago—Other Protestant Episcopal Churches in the County.	

CHAPTER XIV.

CHURCHES AND BENEVOLENT ORGANIZATIONS—Continued	219
Catholic Churches—Presbyterian Churches—Hebrew Synagogues—Church of Christ (Disciples)—Lutheran Church—Christian Churches—Baptist Churches—Methodist Episcopal Churches, South—Benevolent Organizations.	

CHAPTER XV.

PUBLIC INSTITUTIONS AND BUILDINGS	261
The Norfolk County Ferries—Hospital St. Vincent de Paul—The Public Buildings of Norfolk—The Public Buildings of Portsmouth—The Norfolk County Court House.	

CHAPTER XVI.

THE BENCH AND BAR.....	276
Early Attorneys—Superior Court of Portsmouth—Norfolk City Court—Norfolk County Court—Rates for Tavern Keepers—Justices of the Peace from 1637—Sheriffs of the County—Clerks of the Norfolk County Court—Ministers Licensed to Perform the Rite of Matrimony—The Courts of Norfolk—The Courts of Portsmouth.	

CHAPTER XVII.

THE MEDICAL PROFESSION	287
Early Practitioners of Medicine in Norfolk County—Prominent Physicians of the First Half and Middle of the Nineteenth Century—Norfolk Medical Society—Local and United States Quarantine.	

CHAPTER XVIII.

THE PRESS OF NORFOLK COUNTY.....	292
Early and Defunct Newspapers of the County—Newspapers of Today.	

CHAPTER XIX.

THE PORT, AND RAILROAD AND WATER COMMUNICATIONS.....	297
Great Extent of Water Front—Reasons for the Commercial Advantages of the Port—Inland Water Routes—Railroad Lines—The Climate—Steamship Lines—Comparative Statistics on Exports and Imports, Shipping, Real Estate Transfers and Coal Shipments—The Virginia Pilots.	

CHAPTER XX.

STATISTICS OF THE POPULATION.....	317
Tithes and Tithables From Early Court Records—Population of Norfolk County; 1790-1900, from the Census Reports—Population of Norfolk and Portsmouth—The 1900 Census by Wards and Districts.	

CHAPTER XXI.

HISTORY OF THE CITY OF NORFOLK	321
Its Settlement and History as a Borough, by C. Whittle Samis—Its Commercial Advantages Recognized One Hundred Years Ago—Norfolk as a City—Norfolk Post Office—Norfolk Warehouse Association—Patriotism and Patriots of Norfolk—Suppression of the Slave Trade by Norfolk Committee of Safety—Notable Historical Incidents—The Association for the Preservation of Virginia Antiquities—The Wishing Oak—Fire History of Norfolk—Theatres—Charters of Norfolk—Changes Made in the Names of Streets Since 1865—Mayors of Norfolk—Officers of the City of Norfolk—Losses Sustained in the Burning of Norfolk and Portsmouth by Lord Dunmore.	

CHAPTER XXII.

HISTORY OF THE CITY OF PORTSMOUTH	368
The Town—The First Act for Building the Town—Grant to Craford—Will of the Founder—Dale Plantation—Extending the Boundaries—Tithables of 1795—Incorporated as a town—Names of Squares—Effingham Street—Incorporated as a City—Changing the Wards—Historical Events—The Great Freeze—The August Storm—The Yellow Fever—The Gosport Iron Works—The United States Naval Hospital—Portsmouth's Patriotism and Patriots—The Confederate Cause—The Portsmouth Fire Department—Great Conflagrations—Mayors of Portsmouth—Roster of City Officers.	

CHAPTER XXIII.

SKETCHES OF BERKLEY AND OTHER TOWNS AND VILLAGES	399
Berkley—Great Bridge—Port Norfolk and Pinner's Point—West Norfolk—South Norfolk—Gilmerton—Lambert's Point—Churchland—Ocean View—Willoughby Beach—Norfolk-on-the-Roads—Deep Creek.	

CHAPTER XXIV.

BANKS, INDUSTRIES, COMMERCIAL INSTITUTIONS, HARBOR GOVERNMENT AND MASTERS OF ARTS	409
Banks of Norfolk County—Industries—The Norfolk Silk Company—Lumber Mills—The Norfolk County Fisheries—Crab Fisheries—Oyster Industry—Rates of Wages for Skilled Labor and Clerical Work—The Business Men's Associations—The Board of Trade and Business Men's Association of Norfolk—The Portsmouth Business Men's Association—Government of Norfolk and Portsmouth Harbor—Masters of Arts of the University of Virginia.	

CHAPTER XXV.

THE UNITED STATES NAVY YARD	418
Advantages of its Situation—Virginia Ownership—Gosport Navy Yard—Purchases of Land for the Navy Yard—Construction of the Stone Dry Dock—Improvement of the Navy Yard.	

CHAPTER XXVI.

THE CONFEDERATE STATES NAVY YARD	443
The Evacuation and Destruction of the Navy Yard by the Federals—Occupation by the State Authorities—Turned Over to Confederate Government—Evacuation by the Confederates.	

CHAPTER XXVII.

THE UNITED STATES NAVY YARD	454
Improvements—Simpson Dry Dock—Naval Constructor Bowles' Administration—Building the "Raleigh" and "Texas"—International Columbian Naval Rendezvous—Fitting out Ships for War with Spain—Records of Repair and Construction Work—The "Raleigh" and "Texas" in the Spanish-American War—Congressional Medals Awarded—U. S. Naval Hospital—Trophies of the Navy Yard Park—Commandants of the Navy Yard.	

CHAPTER XXVIII.

SKETCHES OF SOME OF THE PROMINENT MEN WHO HAVE PASSED AWAY	488
Capt. Adam Thorogood—Commodore Richard Dale—Commodore James Barron—Hon. Littleton W. Tazewell—Commodore Thomas Aloysius Dornin—Charles Reid—Hugh Blair Grigsby, LL. D.—Gen. Richard Lucian Page—Capt. Robert Baker Pegram—Capt. Charles Fenton Mercer Spottswood—Capt. James Wallace Cooke—Hon. George Blow—Capt. John Julius Guthrie—Capt. Carther Braxton Poindexter—Col. William White—Capt. William H. Murdaugh—Lieut. Dulany A. Forrest—Capt. James Barron Hope—Capt. William C. Wheeler—Naval Constructor George R. Boush—Capt. Walter R. Butt—Lieut. Col. William Frederick Niemeyer—Naval Constructor Samuel Wilson Arunstead.	

BIOGRAPHICAL	505
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William H. Stewart

History of Norfolk County

CHAPTER I

VIRGINIA

ITS STATESMEN—SOLDIERS—GRAND COMMONWEALTH.

O, Virginia! Beautiful name! A grand State! Her blue hills and green valleys and fertile plains bear eternal monuments of the chaste honor and magnificent chivalry of her citizens.

In colonial infancy, when South Carolina appealed for protection from the savage hordes, that were murdering her people, Virginia gave her money and sent an army to save them.

When Massachusetts invoked her noble spirit to resist the oppressions of George III, she gave great Washington to lead a feeble army to victory and success—eloquent Henry to kindle the fire of patriotism in the hearts, and scatter the incense of hope on the deeds of a people struggling for liberty—Mason to create the Bill of Rights as the basis and foundation of government—Jefferson to indite a declaration to the world of a determination to absolve allegiance from the British Throne—Madison to draft the Constitution, the precious casket in which sparkles and glitters the jewel of American Freedom—Marshall, its most eminent expounder. Virginia gave

Monroe, whose doctrine restrains the greed of imperial nations of the East and a cavalier of the purest days of chivalry for the emergency at Cuba—Gen. Fitzhugh Lee. Virginia gave to American literature a poet laureate,—James Barron Hope. When her territory was required, she donated the great Northwest to the American Union.

When her Southern Sisters stirred the storm of war, and the world frowned on them, she clasped their hands and gave her blooming fields for their battle grounds.

Her Lee rose up to lead as the grandest soldier of the age—her "Stonewall" Jackson was the brightest marshal in all the armies—her soldiers, whom Pickett led, made Gettysburg the shrine of heroism on the Western Continent—her Maury, as a philosopher, moved the thrones of the earth to bow to his wisdom.

A proud Commonwealth, whose name in peace or war shines out in loveliest light: I love Virginia! I love her for her grandeur in nature; I love her eternal mountains; her beautiful valleys; her crystal rivulets; her

noble rivers; her lowlands, and her tangled forests; I love the great billows that perpetually kiss her Eastern shores, and the white sand hills that drive them rushing and roaring back to the bosom of the mighty ocean; I love her blue banner and its thrilling motto, "Sic Semper Tyrannis."

I love Virginia for her splendid history, for her untiring unselfishness, for her great

soldiers and grand statesmen: I love her most for her beautiful and accomplished daughters whose transcendent virtues and graces have gilded her glorious memories through every generation with unfading splendor.

My heart bears to Virginia its most loyal affection and my prayers shall ever be for her honor and her glory.—[Ed.]

CHAPTER II

SETTLEMENT AND ORGANIZATION OF NORFOLK COUNTY

DISCOVERY OF VIRGINIA—NEW NORFOLK CARVED FROM ELIZABETH CITY SHIRE—LOWER NEW NORFOLK SEPARATED FROM NANSEMOND COUNTY—EARLY SETTLEMENT—INCIDENTS OF PIONEER LIFE—EARLY SETTLERS—INDIAN TRIBES—BURGESSES—LOWER NORFOLK COUNTY DIVIDED—PHYSICAL DESCRIPTION OF THE COUNTY—RAILROAD AND STEAMSHIP LINES—COLONIAL HOMES—ARTICLES OF APPRENTICESHIP—BILL OF SALE FOR SLAVES—HISTORICAL INCIDENTS.

DISCOVERY OF VIRGINIA.

Sir Walter Raleigh, the most gallant knight of Queen Elizabeth's Court, fitted out, at his own expense, in the year 1585, the second expedition to discover and settle Virginia. The fleet was commanded by Sir Richard Grenville; and late in June sailed through Ocracoke Inlet to Roanoke Island. The colonists, 108 in number were landed there, remaining about one year, when desperate from privations they returned to England. During this period Ralph Lane while exploring northward, about 130 miles, from Roanoke Island, discovered the village of the Chesapeake Indians on the Elizabeth River, and the great Chesapeake Bay. The first white men who ever trod the soil of Norfolk County were Ralph Lane and his comrades.

The Roanoke colonists learned from the Indians the use of tobacco, called by them *uppowoc*. The natives smoked it; sprinkled the dust of it in their fishing traps, to make them lucky; burned it as a sacrifice to appease the anger of the gods; and scattered it in the

air and on the water to allay the fury of the storm. Lane carried some to England, which is supposed to have been the first ever introduced into that kingdom.

The next expedition, sent out the ensuing year, was directed to establish a colony at the village of the Chesapeakes under Gov. John White; but this was not carried out, owing to the refusal of the naval officer to co-operate in exploring the country for that purpose. This colony was chartered by the title of "The Governor and Assistants of the City of Raleigh in Virginia." Had the orders of Sir Walter Raleigh been carried out, the old "Burrough of Norfolk" would have been earlier born by another name.

Capt. Christopher Newport discovered land on his entrance into Chesapeake Bay and named it Cape Henry, and Capt. John Smith on his return from his three-months' cruise of discovery up the great bay sailed up the Chesapeake or Elizabeth River six or seven miles from its mouth and saw two or three cultivated patches and some cabins of the Chesapeake tribe of Indians.

Stith, in his history, writing of Ralph Lane's explorers, says:

To the Northward they went 130 miles to the Chesapeake, a Nation of Indians, seated on a small River, to the South of our Bay, now called Elizabeth river, from whom, as these first discoverers tell us, the Bay itself took its name. But some pretend to give another derivation of this word; and say, that Chesapeake signified, in the Indian language, *The Mother of Waters*; implying that it was the parent and grand reservoir of all the great rivers within it. * * * * * This town of the Chesapeake, we are told, for pleasantness of situation, for temperature of climate, fertility of soil, and commodiousness to the sea, was not to be excelled by any in the world.

This quaint language of the ancient historian very forcibly expresses the wonderful advantages which nature has bestowed on this locality, that is now rapidly developing into that greatness for which nature has for three hundred years invited the white man to achieve.

The Association for the Preservation of Virginia Antiquities on the 29th of April, 1898, erected a tablet at Cape Henry inscribed:

Near this spot
Landed April 26th, 1607,
Capt. Gabriel Archer Christopher Newport,
Hon. George Percy Bartholomew Gosnold,
Edward Maria Wingfield
With Twenty-five others
who
Calling the Place
Cape Henry
Planted a Cross
April 29th, 1607.
"Dei Gratia Virginia Condita."

Ralph Lane, Christopher Newport and John Smith were the discoverers of Lower Norfolk County.

ORGANIZATION OF LOWER NORFOLK COUNTY.

The plantations of Virginia were divided into eight shires in 1634, to be governed as the shires of England. Lieutenants were to be appointed as in the mother country with an especial duty to conduct the wars against the Indians. Elizabeth City, extending on both

sides of Hampton Roads, was one of these original shires. New Norfolk was carved from Elizabeth City; and soon divided into Upper and Lower New Norfolk. The final determination of the boundaries between Isle of Wight, Upper Norfolk or Nansemond County, and Lower Norfolk County was enacted by the General Assembly at James City or Jamestown at its session of 1642-43, which was the consummation of the organization of Lower Norfolk County.

The topographical analysis of Virginia published with Jefferson's notes in 1792, says this county was named for the Duke of Norfolk; but as it was first called New Norfolk County, it is reasonable to presume that it was named for Norfolk in England.

EARLY SETTLEMENT.

The early settlement of this county was attended with all the difficulties, dangers and exposures which environed the colonists in other sections of Virginia. The plantations were established along the banks of the Elizabeth River and its branches, and communication between them was almost entirely by boat. Out of the rugged life on these Virginia plantations sprang a class of courtly gentlemen that has ever since been distinguished for open hospitality and unbounded generosity. The planters were fond of society, indulged in all its pleasures and practiced all of its courtesies. The most influential citizens of Lower Norfolk County first settled in Elizabeth City County; but afterwards crossed Hampton Roads and made their plantations on the Elizabeth River, on the Lynnhaven River and on the Eastern, Southern and Western branches of the Elizabeth.

INCIDENTS OF PIONEER LIFE.

The first inhabitants were constantly in danger from treacherous and revengeful natives; after the bloody massacre of 1622, laws were passed to enforce every precaution

against ambush and sudden assaults by the Indians. The settlers were required to sleep on their arms, keep watchmen behind palisaded houses at night, carry weapons while laboring in the field and when assembled at church to worship God on the holy Sabbath, even when kneeling in prayer, their right hands must grasp the barrel of a faithful flintlock as their uplifted left hands implored Heaven's protection. No hour in the day or night could they feel safe from the bloody hands of the wild men who roamed the wilderness as tigers, with all living creatures for their enemies. Besides all these dangers to their own lives, the country was infested with wolves, which destroyed their domestic animals. The County Court on the 8th of October, 1639, took the matter in hand and resolved "Whereas it doth appear that there are divers and many damages done unto cattle in this lower county of New Norfolk by the multitudes of wolves which do frequent the woods and plantations, it is therefore ordered that any person whatsoever within the aforesaid county shall kill any wolf and bring in the head to any officer in said county, the said person for every wolf so killed shall be paid by the sheriff fifty pounds of tobacco." The price was afterward, in May, 1782, increased to 100 pounds net tobacco for every young wolf not exceeding six months of age, and 200 pounds for those over that age in Norfolk and other counties named in the act of the legislature, which was to be in force for three years—so for one hundred and fifty years the yearly levy accounts of the county have charges for wolves' heads.

There were few negro slaves in Lower Norfolk County during the early years of its history. There were only two slave owners in the county in 1646 out of a population of about 700 souls, and 10 slaves. Six belonged to the estate of Capt. Adam Thorogood and the four others to Capt. Richard Parsons, who was granted a certificate for 200 acres of land for bringing them to the colony. Captain Thorogood sold one of his negroes, in Jan-

uary, 1637, to Christopher Burroughs with the option of paying for him in ten days or of returning him, and Mr. Burroughs decided to return him.

Piracy was not uncommon in the early days of the Virginia Colony. One John Ball in 1642, an inhabitant of this county, influenced Francis Lambert and certain servants of Capt. John Sibsey to unite with him in an expedition for plunder. They stole a lot of powder and balls from Phillip Land and designed stealing a shallop belonging to Captain Sibsey, a pinnace from Captain Clayborne, a boat from Mr. Cotton, and then sailing out upon the open seas. The plot was discovered and the culprits arraigned at the April court. The evidence was heard and their intentions were fully disclosed, "all of which the Court conceives to be very dangerous and bad examples if not timely prevented, and have therefore ordered that the said Ball shall receive thirty lashes with a whip on his bare back, in the presence of the Court as a deserved punishment for his offense and to deter others from attempting or acting the like hereafter:" and by a further order of the court Francis Lambert was required "to give bond that he would, in future, forsake the said Ball's company." Ball received his 30 lashes and had to pay the sheriff 20 pounds of tobacco for administering the punishment. The servants of Captain Sibsey were not tried; but doubtless were given solemn warning by their master to sin no more.

The men of those early days did not have the opportunities of these times to woo and wed and sometimes gain a fortune. Women did not leave their native shores to seek fortunes in the Western World with the eagerness of men, and he was fortunate who had purchased a maiden for 120 pounds of tobacco from the cargo of a vessel which arrived at Jamestown with "ninety young women of good character for wives." It is not written whether the lord of any plantation in Lower Norfolk County secured one of this precious cargo for a wife; but the court records indi-

cate that it was the custom in these early days to require a man who married a widow to pay her first husband's debts and many court orders were entered subsequent to this one of the 6th of July, 1640.—"By virtue of an execution granted him on the 22nd of April, the sheriff will levy upon the estate of Thomas Cawson, who is indebted to the said Allen five hundred pounds of tobacco by reason of marrying the widow Layton, whose husband, in his lifetime, was indebted as much to the said Allen." So it appears that at least one widow was worth over four times the value of one of the maidens who came to Jamestown with the first installment.

We have read much about bricks imported from England to construct the old colonial homes in which every Virginian has great pride; but this theory seems to be overturned by an order of the County Court of the 15th of March, 1640, at which date Nicholas Wight was engaged in their manufacture at Kequatan, now Hampton, Virginia, and appears to have supplied all the bricks used in Lower Norfolk County about this period.

The College of William and Mary Quarterly says:

No error is more persisted in than that our old colonial brick houses were made of "imported brick." There is no evidence that any house in Virginia was made of imported brick, while there is plenty of evidence of brick-making in Virginia and of houses actually constructed of Virginia brick. The only circumstances to support the tradition is that sometimes ships brought over a few bricks as ballast. But, like other ballast, they were generally dumped into the rivers and creeks. The tradition doubtless arose from the two kinds of brick in use in early Virginia: English brick, i. e., brick made according to the English statute; and Dutch brick, i. e., such brick as was commonly used in Holland. In the course of time a house which was truly said to be made of "English brick," came to suggest a construction of foreign brick, or imported brick.

There was a tannery in full operation in the county, carried on by Thomas Melton, who died in the midst of his operations, and the inventory of his estate shows that in addition to the tools of the tannery he had on hand a stock of six hides, 28 deer skins and two goat skins. There was an incipient servile in-

surrection in the county in 1638 during the absence of of Capt. John Sibsey from the county at James City in attendance upon the session of the House of Burgesses. His overseer was extremely severe with the servants on the plantation and in the language of the old record "they raised a meeting against him." The rising was easily suppressed and a hundred stripes apiece was the penalty for the participants.

House carpenters were greatly in demand in the county, and a court order of the 18th of April, 1639, is a queer incident to us of those days. It says: "Whereas it appeareth to this Court that Thomas Hoult hath carried Thomas Cooper, of Elizabeth River, carpenter, for Maryland, he, the said Cooper, being much engaged in Virginia, it is therefore ordered that the said Thomas Hoult shall procure the Governor of Virginia's letter to the Governor of Maryland for his present return."

All settlers were allowed to kill wild fowl and all wild animals in the common woods, except wild hogs. They could, however, kill wild hogs if found on their own land; but in order to encourage the destruction of wolves, any person who killed a wolf was permitted to kill a wild hog as a compensation. Had modern fire arms been in use, the colonial sportsman would have realized indescribable pleasure; but the scarcity of ammunition would not permit great indulgence in sporting. Musket flints even passed current for small change.

EARLY SETTLERS.

The following are the names of some of the people who lived in Lower Norfolk County, between the years 1631 and 1645, and were among the first settlers.

John Avis, Thomas Allen, Thomas Andrews,
Thomas Browne, Anne Boswell, Job Brooke, John
Barnett, Richard Betts, Dr. Thomas Bulloch, William
Berry, Robert Brodie, Jacob Bradshaw,
Giles Collins, Thomas Cawson, John Carraway.

John Clarke, Edward Coleman, Thomas Codd, Thomas Cheely, William Capps.

William Deford, Richard Day, Daniel Dickson, John Drayton, Edward Dean, John Dier.

George Earle.

John Farrer, John Ford, Richard Floyd.

John Gardner, Jeane Gilbert, Robert Glascock, Alice Gaskins, John George, Cato Garison, John Gillam.

Richard Horton, John Hallbeck, Richard Hitchcock, Thomas Harington, Edward Hall, Andrew Hill.

Thomas Holt, George Hunter, Daniel Hopkinson, Bartholomew Hoskins, Henry Hankins, Cobb Howell.

Thomas Hart, Richard Horner, Robert Harwood, Simon Hancock, John Holmes, Devine Hoges, George Harrison.

William Ironmonger, Thomas Ivy.

Robert Johns, Henry Jackson, John Johnson.

Richard Kempe, Richard King, Thomas Keeling, Nic Kent, Rowland Kenalds.

Francis Linch, Thomas Lee, William Lanshier.

Travis Lind, Thomas Lovitt, John Locke.

Robert Martin, John Moore, John Mears, John Morris, William Mills, Thomas Marsh, Joe Marshall.

William Nash.

Richard Owins.

Humphrey Price, William Penn, Thomas Parker, John Prince, Robert Page, John Phillips, Thomas Prichard, Rd. Poole.

John Richardson, John Radford.

Alexander Stewart, John Sovell, Mary Stout, John Spenser, John Shaw, Elizabeth Silvester, John Strattan, Thomas Sayer, Edm. Scarburg, Fred. Simonds, James Smith, Thomas Sawyer, John Shelton, William Scott, John Spencer.

Robert Taylor, Thomas Turner, Thomas Todd, Thomas Tucker.

Thomas Underwood.

John White, John Webb, Ed. Wheeler, Thomas Warters, Edward Williams, Constantine Waddington, Robert West, Henry Watson, John Watkins, John Wright, Richard Whitehurst, Robert Ward, George Wade, Thomas V. Walters.

John Yates.

INDIAN TRIBES.

According to Capt. John Smith, that part of Virginia that lies between the sea and the mountains was inhabited by 43 different tribes of Indians and 30 of them were united in a grand confederacy under the emperor Powhatan. His hereditary dominions lay on both sides of the James River. This monarch was remarkable for the strength and vigor of his body as well as for the energies of his mind. He possessed great skill in intrigue and great courage in battle. His equanimity in the career of victory was only equaled by his forti-

tude in the hour of adversity. He commanded a respect rarely paid by savages to their *acrowance*, and maintained a dignity and splendor worthy of the monarch of 30 nations. He was constantly attended by a guard of 40 warriors, and during the night a sentry regularly watched his palace. His regalia was free from the glitter of art and showed only the simple royalty of the savage. He wore a robe of skins, and sat on a throne spread with mats, and decked with pearls and beads. The tribes of Norfolk County were under his sceptre.

It is described that the face of the Indian, when arrived at maturity, is a dark brown and chestnut. The continual exposure to the sun in summer and weather and smoke in winter and free use of bear's grease make his skin hard and dark.

The hair is almost invariably of a coal black, straight and long; the cheek bones are high, and the eyes are black and full of a character of wildness and ferocity that mark the unappeasable thirst of vengeance, and the free and uncontrolled indulgence of every fierce and violent passion. The education of an Indian, which commences almost with his birth, teaches him that dissimulation, which masks the thought and smooths the countenance, is the most useful virtue; and there is a continual effort to check the fierce sallies of the eye, and keep down the consuming rage of his bosom. His eye, therefore, is generally averted or bent downwards. The terrible complacency of the tiger is no inapt illustration of an Indian visage.

The figure of an Indian is admirably proportioned beyond anything that has hitherto been seen in the human form. Tall, straight; the muscles hardened by continual action of the weather; the limbs supple by exercise and perhaps use of oil. He out-strips the bear, and runs down the buck and elk. No such thing is to be found as a dwarfish, crooked, bandy-legged or otherwise misshapen Indian.

The Indians had no idea of distinct and exclusive property; the lands were in common, and every man had a right to choose or aban-

don his situation at pleasure. Their mode of computation was by units, tens and hundreds, and some could reckon to a thousand; but to express great numbers they had to resort to something indefinite; as numerous as the pigeons in the woods or the stars in the heavens. They reckoned their years by winters, or *cohonks*, which was a name taken from the call of the wild geese which they found in their annual visits to Currituck Sound. They divided the year into five seasons: the budding time or blossoming of the spring; the earing of the corn or roasting ear time; the summer or highest sun; the corn-gathering or fall of the leaf; and the winter or *cohonks*. They counted the months by the moons, but had no distinction for hours of the day. They kept accounts by knots on a string, or notches on a stick.

The Indian tribes of this county were the Chesapeakes, whose village was near the present site of Norfolk, with 100 fighting men, which, including women and children, probably made a population of 400, and the Nansmonds. The tribe of the Curritucks lived on the south, beyond our present state line; but had hunting grounds in the southern part of the county. The Nansmonds were on the west and at one time had a village in the county near Bower's Hill. Capt. John Smith gave them 300 fighting men. After the peace of 1646 the Indians were allowed to own the land they then held in possession, and so some of the Nansmonds continued to live on their lands around Bower's Hill. The Basses, Weavers, Perkins, Brights and Prices are old families, who now reside thereabouts. The descendants and kin of the Nansmonds now residing in the county number over 180 persons. An Indian chapel was built at Bower's Hill in 1850, where the red men of the Methodist faith worshiped until it was destroyed by the ravages of war in 1862.

The county of Lower Norfolk was divided into two parishes, Lynnhaven and Elizabeth River, which were represented in the House of Burgesses, the first deliberate assembly

of America, which owes its foundation to the London Company and dates from June, the 30th of July or the 9th of August, 1619, as historians variously fix,—Henning says in June. It was convened by Gov. George Yeardly, who is the father of free government in America, at Jamestown, the capital of the Colony of Virginia. The first representation of Lower Norfolk County of which we have any record was in 1637. This fact is shown by the court proceedings.

BURGESSES.

- Capt. John Sibsey and Robert Hayes—January, 1637.
 Henry Sewell and John Hill—1639.
 Cornelius Lloyd and Edward Windham—1642-43.
 Cornelius Lloyd and John Sidney—1644.
 Edward Lloyd and Thomas Mears—1644-45.
 Cornelius Lloyd and X'pher Burroughs—November, 1645.
 Edward Lloyd, Thomas Mears and Robert Evers—October, 1646.
 Lieuts. John Sidney, Henry Woodhouse, Cornelius Lloyd and Thomas Mears—November, 1647.
 Bartholomew Hoskins and Thomas Lambert—October, 1649.
 Cornelius Lloyd, Thomas Lambert, Henry Woodhouse and Charles Burrows—April, 1652.
 Lieut.-Col. Cornelius Lloyd, Maj. Thomas Lambert and Charles Burrows—November, 1652.
 Col. Francis Yerly and Lieut.-Col. Cornelius Calvert—July, 1653.
 Bartholomew Hoskins and Lyonel Mason—November, 1654.
 Capt. Richard Foster and Col. Thomas Lambert—March, 1655.
 Col. John Sidney and Col. Thomas Lambert—1656.
 Col. John Sidney and Maj. Lemuel Mason—March, 1657, 1658-59 and 1659-60.
 Maj. Lemuel Mason—1662.
 Capt. Adam Thorogood and Capt. William Carver—October, 1666.
 Col. William Craford—1688.
 William Bradley and Thomas Veale—1765.

John Porter was elected to the House of Burgesses for the session 1663 as a colleague of Maj. Lemuel Mason and was expelled on the 12th of September from the House of Burgesses upon the information of John Hill, high sheriff of Lower Norfolk County, for loving the Quakers, opposition to infant baptism and refusing to take the oaths of allegiance and supremacy.

The burgesses had been elected by vote

restricted to householders, but the right of suffrage was extended and at court held October 18th, 1639, it was ordered that "Whereas, by act of Court made by Governor and Council at James City on the 10th of the present October, it is ordered the commissioners of each county, with the consent of all the freemen, shall choose Burgesses for their County, it is therefore thought fit by the Court, as also with the consent of the freemen, that Mr. Henry Sewell and Mr. John Hill should be Burgesses for the County." The burgesses received no salary for their services, but their expenses were reimbursed by the county, and they were very liberal to themselves. The expenses for the session of April, 1642, were reported at 3,501 pounds of tobacco, and an itemized account of the expenses of two burgesses at the session of 1640 embraced "four hogs, twenty pounds of butter, two bushels of peas, a barrel of corn, a case of strong waters, a hoghead of beer and a man to dress the said victuals."

The election of members to the first General Assembly by boroughs caused the lower house to be called the House of Burgesses. Burgesses were privileged from arrest for debt. The right of suffrage was abridged in 1655, but was again extended in 1657-58 to embrace all freemen. The Grand Assembly of 1659-60 passed a law prohibiting any burgess of that session from accepting any other place or office upon penalty of paying 10,000 pounds of tobacco for his contempt. The right of suffrage was again restricted in 1670 to freeholders and housekeepers; but was extended in 1676 to embrace all freeholders and freemen. So it appears that the question of suffrage often agitated the inhabitants of the Colony as well as now those of a State in the Republic.

Sheriffs were first appointed for the several shires in 1634 with the same powers as such officers had in England and in 1642-43 their term was restricted to one year. The Assembly in 1655 enacted that the commissioners of every county should recommend

three or more to the Governor and Council, who should select from those recommended the one whom they thought best fitted for sheriff, and this course was pursued all through the colonial days and long after the independence, so it became a custom that the oldest commissioner or justice of the peace could always become the sheriff if he so desired.

DIVISION OF THE COUNTY.

The territory, of which is written above, embraced all from the east line of Nansconod County to the Atlantic Ocean, which, as the population increased and spread, was too large for the convenience of the people, and hence there was a clamor for a division on the line of the two parishes of Elizabeth River and Lynnhaven, so an act was passed cutting Lower Norfolk County in two, and forming Princess Anne County and the Norfolk County to which these pages are especially dedicated.

At a General Assembly begun at James City, on the 16th day of April, 1691, and in the third year of the reign of William and Mary, King and Queen of England, Scotland, France and Ireland, the Norfolk County to which these pages are devoted was organized and established by the following designated *ACT XX*, being the last Act but one passed that session:

Forasmuch as by the largeness of the County of lower Norfolk, many inconveniences are found by the inhabitants of the lower part of said county bounding on the main ocean and the parts of North Carolina, which have been by the said inhabitants much complained of, and now from the said inhabitants of the Eastern parts remonstrated to this general assembly as a grievance, wherein they pray to be redressed,

Be it therefore enacted by their majesties lieutenant Governor, Council and Burgesses of this present general assembly, and the authority thereof, and it is hereby enacted, That the said county of lower Norfolk shall be divided and made two counties in manner following, that is to say, beginning at the new inlet of Little Creeke, and so up the said Creeke to the dams between Jacob Johnson and Richard Drout, and so out of the said dams up a branch, the head of which branch lyeth between the dwelling house of William Moseley, Senr., and the new dwelling house of Edward Webb,

and so to run from the head of said branch on a direct line to the dams at the head of the Eastern branch of Elizabeth River, the which dams lie between James Kemp and Thomas Ivy, and so down the said branch to the mouth of a small branch or gutt that divides the land which Mr. John Porter now lives on, from the land he formerly lived on, and so up the said small branch according to the bounds of the said plantation, where the said Porter now liveth, and from thence to the great swamp, that lyeth on the East side of John Shawlands, and so along the said great swamp to the North river of Corotucke, and down the said North river to the mouth of Simpson creeke, and so up the said creeke to the head thereof, and from thence by a south line to the bounds of Carolina, and that this division shall be, and remaine the bounds between the said two counties, which shall hereafter be and be held, deemed and taken as and for two entire and distinct counties, each of which shall have, use, and enjoy all the liberties, priviledges and advantages of any other county of this colony to all intents and purposes whatsoever, and that the uppermost of the said two counties, in which Elizabeth river and the branches thereof are included, doe retain and be ever hereafter called and known by the name of Norfolk Countie, and that the other of the said counties be called and known by the name of Princess Ann County; and for the due administration of justice, *Be it enacted by the authority aforesaid, and it is hereby enacted,* That a court for the said Princess Ann County be constantly held by the justices thereof upon the second Wednesday of the month in such manner as by the law of this countrey is provided, and shall be by their commission directed.

DESCRIPTION OF THE COUNTY.

Norfolk County lies in the southeast corner of the State, bordering on Hampton Roads and Chesapeake Bay, with only one county (Princess Anne) between it and the sea. It is about 32 miles long, north and south, and 17 miles wide, containing nearly 550 square miles. It is bounded on the north by Chesapeake Bay and Hampton Roads, on the east by Princess Anne County, on the south by North Carolina and on the west by Nansemond County, Elizabeth River and Hampton Roads. The county is penetrated by several arms of the sea.—Tanner's Creek, Broad Creek, Mason's Creek and Deep Creek,—which with the three branches of the Elizabeth River,—the "Eastern Branch," "Western Branch" and "Southern Branch,"—and the North West River constitute a very fine water system, and places each farm in Norfolk County within a few miles of water transportation,

insuring to the Norfolk County farmer the cheapest transportation in the world.

Two canals connect the waters of the Chesapeake with those of the North Carolina system of sounds and rivers, thus making all of Eastern Carolina tributary to the Norfolk and Portsmouth harbor by water. Twelve railroads terminate in the Norfolk and Portsmouth harbor, all connected by the Belt Line Railroad, cutting Norfolk County in all directions. Nine beautiful shell turnpikes also traverse Norfolk County in all directions. Therefore we may safely claim that the Norfolk County farmer is better supplied with transportation facilities than the farmers of any other county of the United States. Nearly all the streams of water in Norfolk County are affected by the tide, the tide ebbing and flowing to the very head of the streams. This constant ebbing and flowing of the tide carries the salt, pure waters of the ocean twice every 24 hours up all these streams, and makes it quite impossible for any water to become stagnant or impure. These arms of the sea also afford the finest natural drainage known. The excess of rainfall runs into them without even doing a dollar's worth of damage by flood or freshet. The soil of Norfolk County is of two general kinds, viz.: a clay-loam and a sand-loam, all underlaid with a good, substantial clay sub-soil. The surface of the county is from eight to 20 feet above the sea level. The mean annual rainfall is about 52 inches, well distributed throughout the year, of which amount about 35 inches falls during the growing season, say from the 1st of March to the 1st of October. The thermometer ranges in summer from 70 to 90 degrees, seldom going to 95 above zero, while in winter it never goes to 20 degrees above zero more than three days all told during the winter. This cutting off of the two extremes of heat and cold is caused by the fact that the country is practically surrounded on three sides by salt water, and the water never goes to either extreme, as the water temperature is quite uniform throughout the year. The Gulf



COLONIAL HOUSE BUILT BY WILLIS WILKINS IN 1741, —DEEP CREEK.



THE FIRST COURT HOUSE OWNED BY THE BOROUGH OF NORFOLK, BUILT
IN 1790.
(From an Old Print.)



PLANTATION HOME OF SOLOMON BUTT TALBOT ON TANNER'S CREEK.



HOMESTEAD OF KADER TALBOT ON TANNER'S CREEK, BUILT ABOUT 1780.

Stream, that great wonder of the Atlantic, which rolls only a few miles off our coast on its way to Europe, has a very pleasing effect on our winter climate.

RAILROAD AND STEAMSHIP LINES.

Below are the names of 12 railroads having terminals here. These roads reach cotton, sugar, rice, fruit and timber lands of the South; coal fields, iron mines, granaries of the West, and great commercial and manufacturing centers of the North.

Seaboard Air Line, 2,600 miles.
 Southern Railway, 5,249 miles.
 Atlantic Coast Line, 1,567 miles.
 Chesapeake & Ohio Railway, 1,455 miles.
 Atlantic & Danville Railway, 278 miles.
 Norfolk & Western Railway, 1,570 miles.
 Norfolk & Ocean View Railway, to Old Point, 19 miles.
 Norfolk & Atlantic Terminal Company, to Old Point, 18 miles.
 Norfolk & Portsmouth Belt Line, 10 miles.
 Norfolk, Virginia Beach & Southern Railroad, 40 miles.
 Norfolk & Southern Railroad and water lines, 510 miles.
 New York, Philadelphia & Norfolk Railroad, 112 miles.

Norfolk and Portsmouth harbor is the most beautiful and spacious on the Atlantic coast; it is safe for the smallest craft in the severest storms, and in the extremely cold weather is open to navigation. Its channel way, 28 feet depth at low water, is sufficient to float the largest vessels in the world.

Norfolk County's shipping is handled by 22 steamship lines, making direct trips from this port,—to Europe, to the West Indies and to the large cities on the Atlantic Coast. Light draft boats navigate all rivers of Virginia and Carolina, offering quick and cheap communication with 500 small cities, towns, villages and stations at which merchandise is delivered and farm products and lumber loaded for this market. These lines are as follows:

Clyde Line, to Philadelphia.
 Weems Line, to Rappahannock.

Pettit's Line, to North Carolina.
 Bennett's Line, to North Carolina.
 Norfolk and West India Fruit Line.
 Norfolk and Old Point and Hampton.
 Virginia Navigation Company, to Richmond.
 Baltimore Steam Packet Company, to Baltimore.
 Norfolk and Newport News and Smithfield.
 Norfolk and Washington Steamboat Company, to Washington.
 James River Steamboat Company, Norfolk to Richmond.
 Norfolk and Nansemond River landings and Suffolk.
 Old Dominion Steamship Company, to Richmond and New York.
 United States Shipping Company, to Great Britain and the Continent.
 Baltimore, Chesapeake & Richmond Steamboat Company, to Baltimore.
 The North American Transport Company, to Great Britain and the Continent.
 Norfolk and Back River, Poquosin and York rivers, including West Point.
 Petersburg & Norfolk Line, to Petersburg, Norfolk, Claremont and Richmond.
 Merchants' & Miners' Transportation Company, to Baltimore, Boston and Providence.
 Norfolk and landings in East, Ware and Severn rivers in Mathews and Gloucester counties.

Of the colonial homes in Norfolk County, Virginia, few are prettier than that of the Talbot family on Tanner's Creek, about three miles north of Norfolk. The plantation upon which this is situated is known as "Talbot Hall," and was purchased in 1774 by the great-grandfather of the present owner, Thomas Talbot, from William Langley, to whose grandfather it had been patented in 1675 as a tract of 829 acres, in consideration of his having imported into the colony 17 persons.

The house is built of bricks which were burned upon the premises nearby, and there is still a large sink or depression in the yard, whence the clay for the bricks was dug. Fifty years ago the exterior walls were stuccoed and a slate roof placed over the original shingle roof. The house was started in 1799 by Solomon Butt Talbot, and was three years in building—so careful was construction in those days. It stands solidly today with its thick walls and stout timbers. There is a cellar and two stories and an attic. In the parlor over the mantel there stands out in re-

relief in the plastering an American eagle with 17 stars over his head, and underneath the words "E Pluribus Unum." The 17 stars indicate that the plastering was not put up until after the admission of Ohio, the seventeenth State, into the Union, which occurred on November 29th, 1802. It is said that during the Confederate War, this emblem saved the house from being burned by the passing Federal troops.

Surrounding the dwelling there is a large yard, which is half a mile in circumference, and contains about 10 acres. This yard fronts on Tanner's Creek, about one mile eastwardly from the bridge of the Sewell's Point trolley line, and commands a good view out to the Elizabeth River. It contains numerous out-buildings and some of the finest and largest shade trees in this portion of the State. Among the varieties of trees are elms, cedars, English walnut, lindens, cypress, magnolias, locusts, pine, spruce, black walnut, beech, oaks, mulberry, holly, persimmon, horse chestnut and several varieties of fruit trees. In a corner of the yard over a cool spring there is an old brick dairy house, in which dairy products were kept cool, long before the days of ice factories. On the shore there is a nice bathing beach, and the stream yields the finest fish and oysters. On every hand there are suggestions of the long ago.

A list of the historic homes in Norfolk County would be incomplete without mention of the homestead of Kader Talbot on Tanner's Creek, about a half mile eastwardly from the Indian Pole Bridge, and now reached over the Cottage Toll Bridge Road. The plantation formerly contained 1,000 acres, and the part upon which the main dwelling now stands is owned by George Cromwell. This dwelling was built about 1780, and is of brick, stuccoed, and has a shingle roof. The architecture is unusual in that the rooms on the lower or parlor floor have only about nine feet of pitch, while the ceilings upstairs are about 11 feet high. The home, which was formerly the scene of many brilliant fetes, occupies a

commanding situation on Tanner's Creek. On the shore in front of the dwelling, at the beginning of the last century, Kader Talbot had marine railways and a shipyard, at which large sailing vessels were built. From the size of the vessels built, it is presumed that the present shoals at the mouth of Tanner's Creek did not then exist. Whenever a vessel was launched, there always followed an old-fashioned "frolic" and dance at the dwelling, which was a great occasion in the neighborhood. Kader Talbot died in 1818, and not many decades later his plantation, like so many of the old Virginia homesteads, became the property of another family. In 1816 he gave the homestead to his daughter, Elizabeth Cocke, who sold it in 1843 to P. N. Bristoll. Its present owner has been mentioned above.

On page 24 of this work are shown views of the two Talbot homes, also a view of the colonial house built in 1744 by Willis Wilkins, and a reproduction from an old print of the first court house belonging to the borough of Norfolk, which structure was built in 1790. On a succeeding page of this history is shown a view of the mansion house on the plantation of Col. William Craford, the founder of Portsmouth, which house is now occupied by the Guthries, children of the distinguished Captain Guthrie, who sacrificed his life in attempting to save the crew of the wrecked U. S. S. "Huron." The celebrated Commodore Richard Dale was born on this plantation, which was devised by Colonel Craford to his kinsman, Daniel Dale.

In the early days, prior to the Revolution, ship-builders had frequent occasion to take boys as apprentices and teach them the trade. A specimen of the contract of apprenticeship then in vogue, prepared by a conveyancer, reads as follows:

Norfolk County: This Indenture witnesseth that Mary Frost of the parish of Elizabeth River and County of Norfolk aforesaid Hath put her son Noah Frost with his own Consent an apprentice to A. B. C. of said County and Parish aforesaid Shipbuilder to learn his art, and with him after the manner of an apprentice. To Serve from the Date hereof until the full End and

term of five years from thence next Ensuing, and fully to be Compleat and Ended. During which time the said Apprentice his said master faithfull shall and will sarve, his secrets Keep, his lawfull Commands every-where gladly do, he shall do no Damage to his said master nor see it Dun by Others without giving notice to his said master of the same. The goods of his said masters he shall not waste, he shall Nither buy nor sell without his masters leave, Taverns, Inns, or Ale-houses he shall not haunt. At Cards, Dice, Table, or any other unlawfull game he shall not Play. Fornication he shall not Commit, Nor from the Service of his said master day or night he shall not absent himself, But in all things as an Honest, Diligent and faithfull apprentice shall and will doe and behave himself towards his said master, and all during the said term the said master his said apprentice shall teach the art of a Ship Builder which he now useth, shall Teach and Instruct or Caus to be Tought and Instructed as fir as in his power lies Dureing the said term, finding to his said apprentice meat Apparrell, washing and Lodging and all other Necessarys fitting for such an Apprentice during the said Term, and for the True Performents of all and Every the Covenants and agreements aforesaid Either of the said parties bindeth himself unto the other firmly by these Presents. In witness whereof, the Partys above said to this Indenture as also the said apprentice Hath sett thare hands and seals This fourth Day of December 1758.

her
Mary X Frost (SEAL)
mark
Signed Sealed & Delivered
Noah Frost (SEAL)
In the Presents of
John Willoughby
Peter Frost A. B. C. (SEAL)

The following copy of a bill of sale, executed in 1759, shows the usual form of contract under which slaves were sold, and indicates the value of slaves at that date. In this colony the pound and shilling equaled \$3.33 and \$0.16 2-3, respectively.

Know all men by these presents that I, Samuel Langley of Norfolk County in Virginia for and in Consideration of the sum of One hundred and sixty-two pounds ten shillings current money of Virginia to me in hand by A. B. C. of Norfolk County in Virginia aforesaid the receipt of which I do hereby acknowledge, have bargained sold and delivered unto the said A. B. C. Six Negroe Slaves Namely, Bob, Kate, Nan, Slaven, Judey, Shebath, To have and to hold the said slaves forever, and I do hereby warrant and defend the said slaves against all persons whatsoever claiming or hereafter may claim unto the said A. B. C., his Heirs and Assigns forever. In witness whereof I have here-

unto sett my hand and seal this twenty-first day of April, One thousand seven hundred and sixty-nine.

witness Samuel Langley (SEAL)
James Ashley
Barth'w Thompson.

HISTORICAL INCIDENTS.

Ensign Thomas Willoughby came to Virginia at the age of twenty-three on the ship "Prosperous" in 1610. He first located on the peninsula and afterward settled near Ocean View in Norfolk County.

A statement of Henry Sewell's account with his factor in the year 1638 "of tobacco sent over in the ships 'Alexandria' and 'America,' and for one-half of the cargo of a shallop loaded with sassafras roots to be sold in England," shows his cash receipts to have been £610, 19s. 8d.

On the 18th day of March, 1642, the County Court granted a certificate for 200 acres of land to Capt. Richard Parsons for bringing into the Colony, John, the negro, his wife and child, Basteano, a negro, Christopher, an Indian and his own transport.

On June 15, 1668, William Fitzhugh wrote to William Cooper, his merchant in London, to send him "three couples of Rabbits."

The following prescription dates back to the Revolutionary period, and indicates the way our grandfathers took medicine. The ailment the pills were given for is not stated in the original.

Half an ounce of Rhubarb, half an ounce of Jal-lap, mix with Casteal soap, add a little honey, make up into Pills about the size of a garden pea. 2 or 3 at night will do.

In 1781, while the British were occupying Portsmouth, a number of officers took possession of the residence of Isaac Luke, Esq., on North Court street for their headquarters. Isaac was a man of large means and kept the customary wine cellar of those days. On one occasion the British officers made a drunken revelry on his wine, broke the bottles over the floor and compelled him to walk barefooted

over the broken glass. His daughter, Elizabeth, then a young lady of 17 years, was betrothed to Capt. William Porter of the Virginia Line in the American Army, and wore a handsome diamond engagement ring—this ring attracted the notice of one of the officers and he attempted to rob her of it by force. Breaking from him, she ran out on the back porch, slipped the ring from her finger and threw it among the weeds and tall grass which were growing in the back yard. It thus escaped the clutches of the Englishman, but, unfortunately, it was so well concealed there she herself was unable to find it,—the loss of the ring, however, did not have the effect upon her engagement that some superstitious persons might suppose. She and Captain Porter were married October 21, the following year, one year after the surrender of Cornwallis at Yorktown.

December 20, 1787, an act was passed providing for the establishment of a marine hospital for the reception of aged and disabled seamen at Washington, in the county of Norfolk. This building is now the Ryland Institute, Berkley. On December 24, 1790, it was ordered that the Marine Hospital be sold and one-half of the proceeds go to Norfolk for support of the academy and one-half be paid trustees to erect a school in the town of Portsmouth to educate orphan children.

At a County Court held on the 20th of May, 1795, Lieut. William Wilson, of Fort Nelson was tried for the murder of Lieut. Charles Harrison, of Fort Norfolk, and acquitted, and on the 26th Edward Voss, charged with being accessory to the death of Lieutenant Harrison, was discharged. This trial was evidently the result of a duel.

On July 13, 1803, Jerome Bonaparte arrived here in a vessel from the West Indies and left for Baltimore in a sloop with Captain Walker.

On May 31, 1815, the steamboat "Eagle." Captain Rodgers, was advertised to leave for Baltimore. She was the first steamboat recorded as appearing in these waters.

On December 15, 1815, a boat built near the *Peak's of Otter* arrived, bringing one barrel of flour that had been ground on the Staunton River and intended as a present to the borough of Norfolk. She came down the Dan and Staunton rivers to the Roanoke, down that river to Albemarle Sound, touching at Edenton and Elizabeth City and through the Disimal Swamp Canal. R. S. W. Cabell, Philip Paine, Carter Harrison, and Samuel Pannil, members of the North Carolina Legislature, were passengers. The intention of this voyage was to demonstrate how the products of that section could reach tidewater.

In 1816 William Pennock advertised "200 kegs of pickled oysters," part cargo of the schooner "Venus" from the Isle of Guernsey, coast of France and said to be of superior flavor.

1816—May 19th—Died. William Pennock. He came here from Maryland soon after the Revolution. He was an extensive merchant, owning at one time over 40 square-rigged vessels, all built here, and engaged in foreign trade, and the captains and mates resident in Norfolk and Portsmouth. In fact, the principal occupation of both towns was ship-building and seafaring. Simmon's directory of 1801 gives names of 83 captains and mates residents.

On April 3, 1821, at the launching of the new steamboat "Hampton," built to ply between Norfolk and Hampton, at this shipyard, near the draw bridge, Edmund Allmand, ship-builder, was killed by the falling of a spar.

May 21, 1822,—Launched from shipyard of William F. Hunter, at foot of Nebraska street, Norfolk, steam brig "New York." Her owners were George and William Rowland, Capt. Richard Churchward, John Tunis, John Allmand and the builder. She was 260 tons, 50 horse-power and built to ply between New York and Norfolk. *The Scientific American* credits her as being the second steam vessel built in the United States to navigate the ocean, succeeding the historic "Savannah." Captain Rodgers. A handsome oil painting

of this ship was made to the order of the Old Dominion Steamship Company and deposited in Sailors' Snug Harbor, Staten Island, New York, and a copy of the same presented to the Norfolk Chamber of Commerce, where it now hangs.

In 1826 lucifer matches were advertised for sale by Joseph T. Allyn. Price.—25 cents a box of 100 matches.

December 28, 1828, Capt. Roger Quarles, an old ship-master, died. In the War of 1812 he fitted out at his own cost the privateer "Roger," and was noted for his success and skill, bringing many prizes that he captured from the British into this port. He died at the residence of Capt. Richard Drummond, who then owned all of Ghent.

The new steamboat "Lady of the Lake," built by Capt. Guy C. Wheeler at his shipyard in Portsmouth, came down under her own steam July 3, 1830, from Mr. Russel's machine shop on Holt street, Briggs' Point, where her machinery was put in under Thomas Murphy. Mr. Russel cast bells for churches, etc.; he made the iron railing around Christ Church, the patterns for which were taken from the United States Bank, on Chestnut street, Philadelphia.

1829—April 16th—The Virginia and

North Carolina Transportation Company contracted for and had completed in thirty days 10 vessels for the canal trade at the following shipyards: Joseph Porter, Portsmouth; John Overton, Portsmouth; Miles, Chambers & Hathaway, Portsmouth; Ryan & Gayle, Portsmouth; Oney S. Cameron, Norfolk; Isaac Talbot, Norfolk; and John G. Colley, Norfolk.

On March 30, 1837, there arrived the French frigate "Andromede," from Rio de Janeiro; Louis Napoleon Bonaparte (afterward King Louis Napoleon), passenger. He put up at French's Hotel, corner of Main and Church streets, Norfolk, now John Willis' furniture house.

On November 28, 1817, the ship "Atlas" from Havre, France, arrived in the port; a part of her cargo was furniture for the White House in Washington. This was severely commented upon. Was American-made furniture not good enough for an American-made president?

On December 4, 1817, a list of about 300 persons was published for failing to attend the regular musters of the militia during the year, with the amount of fines imposed ranging from \$5.00 to \$25.00 each.

CHAPTER III

MILITARY HISTORY OF THE COUNTY

INDIAN WARS—COLONIAL OFFICERS AND SOLDIERS—MANNER OF BEARING EXPENSES OF THE INDIAN WARS—COLONIAL MILITARY TACTICS—COMMITTEE OF SAFETY—REVOLUTIONARY TIMES—DUNMORE'S DOINGS—BATTLE OF GREAT BRIDGE—CORRESPONDENCE OF WOODFORD AND HOWE—DESTRUCTION OF NORFOLK—OTHER INVASIONS AND DEPREDACTIONS OF THE BRITISH—SOME SOLDIERS AND SAILORS OF THE REVOLUTION—ITEMIZED STATEMENT OF LOSSES SUSTAINED BY A CITIZEN OF NORFOLK DURING THE BOMBARDMENT—BRITISH PROPERTY CONFISCATED—DAUGHTERS OF THE AMERICAN REVOLUTION.

The military history of Norfolk County, including the periods of peace, covers a period of three hundred years less seven.

Capt. Christopher Newport sailed from Blackwell for America on the 19th day of December, 1606. After a stormy voyage of over four months, while off the coast of Hatteras in quest of Roanoke Island, a violent gale of wind providentially drove his little fleet into the mouth of the Chesapeake Bay on the 26th day of April, 1607, where the sailors sighted land and called it Gape Henry. The commander with 27 others landed there and while on shore making observations five natives came creeping on all fours from behind the sand hills and wounded two men with their arrows; but a few musket shots sent them flying back. Cape Henry was in Lower Norfolk County, so upon its soil the first colonial blood was shed and there was the scene of the first Indian hostilities in Virginia. This expedition arrived at Jamestown on the 13th day of May, 1607, and established the first permanent English settlement in America.

Capt. John Smith returning from his voyage of discovery up the Chesapeake Bay, sailed up the Nansemond River seven or eight miles and found its banks consisting mainly of oyster shells. He had a fight with the Nansemonds and Chesapeakes about eight miles from the mouth of the river. Suddenly arrows came fast and thick from both sides of the river, but about twenty shots from muskets made all the bowmen flee. Over a hundred arrows stuck in Captain Smith's boat, yet no one was hurt, only Anthony Bagnall was shot in his hat and another in his sleeve. The Chesapeakes had 100 bowmen and the Nansemonds 200 fighting men. Captain Smith captured all the corn he could take away and returning arrived on the 7th day of September, 1608, at Jamestown.

The Indians at first visited the colonists in a friendly way, but afterward, they frequently attacked them. The careless straggling of the English gave the Indians opportunities to kill or wound them. After the great massacre of the 22nd of March, 1622.

when 347 men, women and children were treacherously and inhumanly butchered, laws were passed forcing the colonists to guard and protect themselves against hostile natives. The commanders of plantations were required to see that there was kept a supply of ammunition, that their arms were in good order and that constant watch be kept at night. All men able to bear arms were required to carry them to church on penalty, if default was in the master, of two pounds of tobacco and if in the servants they were to be punished by the master. Under such severe tasks and continual hardships, no wonder wars of extermination were declared.

The Grand Assembly, in October, 1629, at Jamestown, declared war and enacted that there should be three several marches against the Indians, in November, March and July, and every commander was required to levy a force of as many men as could well be spared from the plantations; about five months afterward the same legislative body declared that the war begun must be effectually followed and no peace concluded with the enemy. The colonial soldiers wounded in these expeditions were to be provided for by the several plantations.

The Nanticoke Indians in Accomac County in 1639 put on their war paint, and marched out with a determination to exterminate the settlers on the Eastern Shore, and as there were not many colonists there the plan had every prospect of a successful termination. Fortunately timely warning was given and aid was sent in time to avert the calamity. The counties were called upon to furnish quotas of soldiers, and Lower Norfolk County made a draft for its share of men. The court held on the 17th day of July, 1639, resolved that

Whereas, at a court holden by the Grand Council at York the first of the present July, it was ordered that there should be appointed fifteen sufficient men out of the Lower County of Norfolk to march against the Nanticoke Indians, according therefore to the said order, the Commander and Commissioners of this County have made choice of these men whose names are here mentioned to go on the said march:

COLONIAL SOLDIERS.

Thomas Rudder	Mr. West
Gowering Lankaster	George Locke
Robert Ward	Robert Mashone
John Gilliam	James at Joe Brown's.
Thomas Lovett	Will Berry
John Gatter	John Graygosse
Marm. Warrington	Robert Smith
Henry Michael	

In order to furnish rations and ammunition for these colonial soldiers, the tithables were divided into groups of 20, and it was further ordered by the court that "Every twenty persons being to provide two pounds of powder and two pounds of shot and forty pounds of biscuit and a half a bushel of peas a man for them sent for the said march." Cornelius Lloyd equipped the detachment with buff coats, for which the court allowed him 250 pounds of tobacco each, which was raised by a levy on the tithable inhabitants of the county. The expedition was successful and the Lower Norfolk County detachment of soldiers returned without having suffered any loss except a medicine chest, which fell overboard from one of the boats, as they were crossing the Chesapeake Bay.

A law was passed in October, 1644, for defraying the expenses of the Indian wars, which law provided that six pounds of tobacco should be levied on every tithable person within the several counties, and Lower Norfolk County, having 296 tithable persons, was assessed with 1,776 pounds of tobacco. Isle of Wight, Upper and Lower Norfolk, were associated as one military district. Every 15 tithables were to furnish and pay one soldier. All negro men and women and all other men, between the ages of 16 and 60 were tithables. The 14 tithables were to agree with their one soldier upon the amount of pay he was to receive, and in case they could not agree, a council of war should determine how much they should pay him. The yearly pay of a commander was fixed at 6,000 pounds of tobacco; that of a lieutenant, at 4,000 pounds; and that of a sergeant, at 2,000 pounds.

The whole colony of Virginia was in 1645

ablaze with excitement over the second attempt of Opechanough to exterminate the English, and Lower Norfolk County sent her quota to the Pamunkey River section. There is no mention of the killed, but Robery Davyes and Peter Sexton were brought back home severely wounded. They finally recovered from their wounds, and their doctor and medicine bills were paid by a levy on the tithables in the county.

War was declared by the Grand Assembly in March, 1645, against the Nansemonds and other neighboring Indians, and the military district composed of Isle of Wight, Upper and Lower Norfolk was directed to prosecute the war with vigor by cutting up their corn and doing any other acts of hostility against them. The expense of this war was to be borne by the inhabitants of those counties lying south of the James River. The three counties raised a force of 80 soldiers and the Lower Norfolk contingent was under command of County Lieutenant Robert Smith, one of the heroes of the war on the Eastern Shore. These soldiers invaded the territories of the Indians, defeated them in battle and drove them beyond the Roanoke River. On this occasion the tithable inhabitants of the county were divided into groups, and each group was required to work the farm of one of the soldiers who were sent to the war, though the expenses of the campaign were raised by a general levy on all the tithables of the three counties. At a meeting of the council of war for the military district, held on the 25th day of October, 1645, said council being composed of Capt. Thomas Willoughby, Richard Bennett, Esq., Capt. John Sibsey, Capt. Edward Windham, Capt. Thomas Dawe, Richard Preston, Anthony James and Francis Hough, an itemized statement of the campaign was prepared. The total cost was ascertained to be 38,314 pounds of tobacco, exclusive of the pay of three county lieutenants, whose pay was fixed at 2,000 pounds of tobacco each, to be paid by their respective counties. To secure this amount, a levy of

28 pounds of tobacco was made on each tithable of Lower Norfolk County, and 31 pounds per poll in Nansemond and Isle of Wight. The order states that the difference in the amount of the levy was "in regards that those counties had and made use of more of these provisions of victuals which are brought into the account than those of the Lower Norfolk did." Lower Norfolk had one soldier, Abraham Pitts, wounded, and another, whose name was not given, was bitten by a snake.

Dr. Christopher Athely was "chirurgeon for the march," and was allowed 1,000 pounds of tobacco for the voyage, and for the care of Abraham Pitts and "him that was hurt by a snake." 600 pounds,—in all, 1,600 pounds of tobacco. Dr. Thomas Ward was the "chirurgeon" who accompanied the Lower Norfolk contingent to the Pamunkey River.

Each of the 80 soldiers was allowed 100 pounds of tobacco, and Abraham Pitts, wounded in the service, and "him that was bitten with a snake," were allowed 800 pounds each for the loss of their time and crop.

For several years after the tithables were divided into detachments of 40, and each detachment was required to maintain one of its number as a scout, whose duty it was to remain in the woods at a distance from the settlements and give warning of any inroads of the Indians. If the scout was a planter, the rest of the detachment was required to cultivate his plantation, and if not a land owner, they were required to feed him, keep him supplied with ammunition and pay him for his services. This method of carrying on war was very economical to the government, though it bore heavily upon men of small means.

The law prohibiting terms of peace and directing the cutting up of corn was repealed by the Grand Assembly in 1646, as well as the declaration of war against the Nansemonds. It was enacted that Indians coming on the lands of the colonists should not be killed unless taken in acts of mischief, but this was soon amended so that none should be

killed unless for the commission of what would be a felony for an Englishman. Indian children, by leave of their parents, could be taken as servants on such terms as might be agreed upon between parent and master, but it was required that the children should be educated and brought up in the Christian religion. The friendly Indians were allowed to hold the land they possessed, and no persons were allowed to settle on such land without the permission of the government.

A general war was again declared in 1675-76, because of "sundry murders, rapine and many depredations lately committed." The charge of this war was to be sustained by the whole colony. An army of 500 men was directed to be recruited to garrison forts and guard the frontiers. Capt. Edward Wiggins with 40 soldiers from Isle of Wight, Nansemond and Lower Norfolk was to man a fort at the head of the Nansemond River. He was to have 180 pounds of powder and 540 pounds of shot kept in the magazine. The military district was required to send provisions to this fortification,—five bushels of shelled corn and 60 pounds of pork or 80 pounds of beef per soldier for four months, and so provide every fourth month.

Col. Lemuel Mason and Maj. Francis Sawyer were commissioned to select persons to draft men into the army. Every foot soldier was allowed 1,500 pounds of tobacco and cask for each year's service, and every cavalryman for himself and horse, 2,000 pounds and cask. The pay of a captain was 600 pounds and cask for a month's service; a lieutenant, 400 pounds and cask; an ensign, 300 pounds and cask; a sergeant, 250 pounds and cask; a corporal and a drummer, each, 150 pounds of tobacco and cask.

An act for listing, arming and training militia was passed in October, 1705. It provided that the colonel or chief officer of the county should list all persons between 16 and 60 years of age, to be divided into troops or companies, but these soldiers had to provide themselves with arms and ammunition. A

general muster was to be held once every year, and company muster once every three months. The governor was authorized to call out the militia on invasions or insurrections. So began the old militia musters, which ended in 1861, when the 95th and 7th regiments of Norfolk County went out of existence; for the volunteers in the Confederate Army left none to muster in the ranks of the militia.

COLONIAL MILITARY TACTICS.

A LIST OF THE NEW EXERCISE OF YEAR 1754.

Take Care	
Join your right hand to your Firelock.....	1
Poiz your Firelock.....	1
Join your left hand to your Firelock.....	2
Cock your Firelock.....	3
Present	1
Fire	1
Recover your arms.....	1
Half cock your Firelock.....	3
Handle your cartreges.....	3
Open your cartreges.....	2
Prime	2
Shut your Pan.....	3
Cast about to charge.....	1
Charge with your cartreges.....	3
Draw your Rammer.....	4
Shorten your Rammer.....	3
Put it in the barrel.....	6
Ram down your charge.....	2
Recover your Rammer.....	3
Shorten your Rammer.....	3
Return your Rammer.....	6
Your Right hand under ***	1
Poise your Firelock.....	1
Shoulder your Firelock.....	3
Rest your Firelock.....	4
Order your Firelock.....	3
Ground your Firelock.....	4
Take up your Firelock.....	4
Rest your Firelock.....	3
Club your Firelock.....	4
Rest your Firelock.....	4
Secure your Firelock.....	3
Shoulder your Firelock.....	5
Present your arms.....	4
Fare to ye Right.....	3
To the Right.....	3
To the Right.....	3
To the Right.....	3
To the Right about.....	3
By the left as you were.....	3
Fare to the left.....	3
To the Left.....	3
To the Left.....	3
To the Left.....	3
To the Left about.....	3

By the Right as you were.....	3
Poize your Firelock.....	1
Shoulder your Firelock.....	3

SOME OF THE COLONIAL MILITARY OFFICERS.

Capt. Adam Thorogood qualified May 15, 1637.
 Capt. John Sibsey qualified May 15, 1637.
 Lieut. Francis Mason qualified March 20, 1639.
 Capt. Thomas Willoughby qualified December 16, 1643.
 Capt. William Clayborne qualified December 16, 1643.
 Capt. Edward Windham qualified January 16, 1643.
 Capt. Francis Yardley qualified 1651.
 Col. John Wilson qualified 1705.
 Capt. John Halstead qualified 1716.
 Capt. Thomas Hodges qualified 1716.
 Capt. Mathew Spivey qualified 1716.
 Capt. George Mason qualified 1716.
 Lieut.-Col. George Newton qualified 1734.
 Capt. Willis Wilson qualified 1734.
 Capt. Lewis Conner of Norfolk County Militia qualified March 10, 1740.
 Col. William Craford qualified as county lieutenant September 15, 1748.
 Capt. John Willoughby qualified as captain of company on the north side of Tanner's Creek September 15, 1748.
 Lieut. James Wilson qualified as lieutenant in Capt. Willis Wilson's company September 15, 1748.
 Col. Samuel Boush of Norfolk County Militia qualified October 20, 1748.
 Capt. John Portlock of Norfolk County militia qualified August 16, 1752.
 Capt. Thomas Veale of Norfolk County militia qualified August 16, 1752.
 Capt. Joshua Corporey of Norfolk County militia qualified August 16, 1752.
 Capt. Robert Burgess of Norfolk County militia qualified September 28, 1752.
 Capt. Marcom Herbert of Norfolk County militia qualified September 28, 1752.
 Capt. William Hodges of Norfolk County militia qualified September 20, 1753.
 Capt. Joseph Hutchings, Borough of Norfolk militia qualified September 20, 1753.
 Col. Robert Tucker qualified to be county lieutenant March 20, 1760.
 Capt. John Portlock qualified March 20, 1760.
 Capt. Joshua Nicholson qualified March 20, 1760.
 Capt. Thomas Talbot qualified March 20, 1760.
 Capt. Thomas Veale qualified March 20, 1760.
 Capt. Samuel Happer qualified March 20, 1760.
 Capt. Robert Burgess qualified March 20, 1760.
 Capt. Stephen Wright qualified March 20, 1760.
 Capt. Joshua Corporey qualified March 20, 1760.
 Lieut. William Happer qualified March 20, 1760.
 Lieut. John Herbert qualified March 20, 1760.
 Lieut. Thomas Nash, Jr. qualified March 20, 1760.
 Lieut. William Nicholson qualified March 20, 1760.
 Lieut. John Ferebee qualified March 20, 1760.
 Ensign Isias Slack qualified March 20, 1760.
 Ensign John Scott qualified March 20, 1760.
 Ensign Richard Ballentine qualified March 20, 1760.

Ensign David Ballentine qualified March 20, 1760.
 Charles Stewart, Gent., qualified to be quartermaster of the Norfolk County militia March 20, 1760.
 Maj. Lemuel Willoughby, Borough of Norfolk militia, qualified April 16, 1761.
 Capt. William Orange, Borough of Norfolk militia, qualified April 16, 1761.
 Col. John Hutchings of Norfolk County qualified April 17, 1761.
 Lieut. Samuel Bacon qualified June 19, 1761.
 Ensign Richard Scott, Borough of Norfolk militia, qualified June 19, 1761.
 Capt. David Porter of Norfolk County militia qualified March 18, 1763.
 Lieut. Giles Randolph of Norfolk County militia qualified March 18, 1763.
 Lieut. Jerome Creech of Norfolk County militia qualified March 18, 1763.
 Ensign George Wright Burgess of Norfolk County militia qualified March 18, 1763.
 Capt. Thomas Willoughby, Borough of Norfolk militia qualified October 16, 1766.
 Col. John Willoughby qualified as lieutenant and chief commander of county militia October 15, 1767.
 Col. Josiah Wilson of Norfolk County militia qualified February 18, 1768.
 Lieut.-Col. George Veale of Norfolk County militia qualified February 18, 1768.
 Lieut. John Boush, Borough of Norfolk militia, commissioned March 18, 1772.
 Lieut. Caleb Herbert of Norfolk County militia, commissioned March 18, 1772.
 Lieut. Samuel Veale of Norfolk County militia, commissioned March 18, 1772.
 "Capt. Nicholas Wynecott this day 17th April, 1772, produced a commission from John Earle of Dunmore, Viscount Fincastrale, Baron Mury of Blair, of Monlin and of Tillamet, Lieutenant and Governor General of His Majesty's Colony and Dominion of Virginia, and Vice Admiral of the same, to be Major of the Borough of Norfolk, and he having taken the oath to the government and subscribed the test entered on the execution of his Commission."
 Lieut. Edward Archer, Borough of Norfolk militia, commissioned May 21, 1773.
 Lieut. James Nicholson of Norfolk County militia, commissioned August 17, 1773.
 Ensign William Nicholson of Norfolk County militia, commissioned August 17, 1773.

Fort Necessity fell in July, 1754, and in October of that year Governor Dinwiddie inaugurated measures to increase the Virginia forces to make another aggressive movement against the French and Indians. As in every emergency, Norfolk County was ready with her soldiers, and on the 22nd of November, 1754, John McNeil appeared before the County Court with his commission, and qualified as lieutenant of the Virginia force raised for the Ohio expedition, and Simon Frazier, with

his commission, qualified as adjutant of the same command.

The removal of the gunpowder from the magazine at Williamsburg on the 20th of April, 1775, kindled the fire of revolution, which spread over Virginia like a sweeping blaze in the dry forests of autumn. The royal government was dissolved and went down as a leaking ship in an ocean storm. Its laws were as silent as the Dead Sea, and the times which "tried men's souls" were begun.

While Dunmore was planning in bombastic sentences to recover his authority, the convention at Richmond organized an independent government, and ordered the enlistment of an army for the protection and defense of the state. The excitement in the colony ran high, and the sentiment of the people for resistance to Dunmore's infamous warfare made the ploughmen halt in the fresh furrows to shoulder their muskets for battle. The general Committee of Safety was formed and two regiments, to number 1,020 soldiers, each, were ordered to be forthwith organized by some person selected by the Committee of Safety.

COMMITTEE OF SAFETY.

NORFOLK COUNTY, JULY 20, 1775.

Edward Archer	John Portlock
Arthur Boush	David Porter
Thomas Creech	Edward Strong
Mathew Godfrey	William Smith
James Grymes	George Veale
Caleb Herbert	James Webb
Bassett Moseley	John Willoughby, Sr.
Charles Maye	Stephen Wright
James Nicholson	John Wilson
Thomas Nash, Jr.	Abraham Wormington

WESTERN BRANCH.

Goodrich Boush	Malachi Maund
John Brickel, Jr.	Paul Proby
William Bressie	Samuel Portlock
Henry Bressie	Daniel Sanford
Cornelius Calvert	Alexander Skinner
Benjamin Croocker	Malachi Wilson, Jr.
George Kelly	John Willoughby, Jr.
Patrick Mackey	

NORFOLK BOROUGH, 1775.

John Boush	Niel Jamison
Thomas Claiborne	John Lawrence
John Hutchings	Thomas Newton, Jr.
Joseph Hutchings	Thomas Ritson
James Holt	Robert Taylor
Samuel Inglis	John Taylor
William Davies (Secretary)	
Mathew Phripp (Chairman)	

The colony was divided into districts for the enrollment of minute-men: Norfolk, Nansmond, Isle of Wight, Princess Anne and the borough of Norfolk were joined in one district. The committees of safety of the counties in this district were directed to appoint four members for each county and two for the borough of Norfolk as deputies to meet in general convention for the purpose of fixing the number of minute-men to be enrolled in each county and borough. The minute-men after being organized in companies were trained 20 days in the place selected by the deputies and after being assigned to battalions, they were required to drill four successive days in each month, except the three winter months. An ordinance to increase the military force was passed on Friday, the first day of December, 1775, which recited in the preamble, that "Whereas the Earl of Dunmore, by his many hostile attacks upon the good people of this colony, and attempts to infringe their rights and liberties, by his proclamation declaring freedom to our servants and slaves, and arming them against us, by seizing our persons and properties and declaring those who opposed his arbitrary measures in a state of rebellion, hath made it necessary that an additional number of forces be raised for our protection and defense." This ordinance directed six additional regiments to be raised and the officers and soldiers were required to take an oath as follows:

I do swear, that I will be faithful and true to the Colony and dominion of Virginia; that I will serve the same to the utmost of my power, in defense of the just rights of America against all enemies whatsoever; that I will to the utmost of my abilities, obey the law-

ful commands of my superior officers, agreeable to the ordinances of the Convention and the articles of war to which I have subscribed, and lay down my arms peacefully, when required so to do, either by the General Convention or General Assembly of Virginia. So help me God.

It was not until May, 1776, that an ordinance was passed requiring magistrates, on taking an oath to be faithful and true to the Commonwealth of Virginia, to support, maintain and defend to the utmost power the constitution and government thereof, faithfully execute the office and do equal right and justice to all men, so as to continue the administration of justice. The justices were required to appoint officers to make a tour of their county to administer this oath of allegiance to all freeborn males above the age of 16 years:

I do swear or affirm that I renounce and refuse all allegiance to George III, King of Great Britain, his heirs and successors and that I will be faithful and bear true allegiance to the Commonwealth of Virginia as a free and independent state, and that I will not, at any time, do or cause to be done, any matter or thing that will be prejudicial or injurious to the freedom or independence thereof as declared by Congress; and also, that I will discover and make known to some one justice of the peace for the said state, all treasons or traitorous conspiracies which I now or hereafter shall know to be formed against this or any of the United States of America.

These officers had to make lists of all who subscribed to the oath and return them to the court. They were also required to report to the court all those who refused, and the lieutenant of the county was required forthwith to disarm them. They were incapacitated from holding office, serving on juries, suing for debts or purchasing property.

On the 18th of July, 1777, the Norfolk County Court ordered that Mathew Godfrey, Gent., administer the oath or affirmation appointed to be taken by the Act of Assembly to oblige the free male inhabitants of this state above a certain age to give assurance of allegiance to the same within the precinct on the south side of Tanner's Creek and on the north side as far as Willis Cares; that James Arch-

deacon, Gent., administer it within the precinct on the north side of the said creek as far as the said Cares; that Cornelius Calvert, Gent., administer it from Ferry Point as far as Portlock's Old Mill between the Southern Branch and Princess Anne; that James Webb, Gent., administer it from Portlock's Old Mill to the Great Bridge and between the Southern Branch and Princess Anne line; that John Wilson, Gent., administer it from the Great Bridge to the Carolina line on the west side of the road leading to the North West Landing and also to the line of Portsmouth Parish; that Malachi Wilson administer it from the Great Bridge to the Carolina line on the east side of the aforesaid road so far as the Princess Anne line; that William Smith, Gent., administer the same in Portsmouth and from thence to New Mill Creek; and that John Tatem, Gent., administer it from Portsmouth to the Western Branch, including both sides thereof.

These were exciting times in the county, and although the territory was exposed to the incursions of the enemy, every man was expected to show his hand in the great contest for independence. Many Tories were arrested and tried for treason. It is said that one of those who remained loyal to the King concluded an argument with a patriot neighbor by saying that nature taught them to be loyal, for even bees had a King! The suffering among the poor people was extremely distressing about this time, and the court being unable to relieve them appealed to Col. Charles Harrison, the commanding officer at Portsmouth, for humanity's sake to render temporary relief until it could help them out of the next county levy. Gov. Patrick Henry was officially informed of the deplorable condition of many poor widows and orphans, and relief was authorized by the legislature through the courts. Cornelius Calvert was appointed to furnish the wives, children and aged parents of the poor soldiers the necessary provisions. Many poor men of the county flocked to the standard of Washington, thus

exhibiting the highest patriotism and we may be well proud of these soldiers whose names should be enrolled on the scrolls of fame. But alas! how few can be listed now, nearly 125 years from those stirring, stormy days.

The General Assembly at Williamsburg on the 20th day of October, 1777, passed an act for recruiting Virginia regiments in the Continental line. Congress had made Virginia's portion 8,160 rank and file. Some of the state troops were transferred to help make up the complement, and besides a certain number of single men were directed to be drafted from the militia and Norfolk County's proportion was 35 men. They received a bounty of \$15 on being enrolled.

The Quakers did not want to fight at all; but the Baptists and Methodists were willing to fight in defense of their country if not enrolled in the same company or regiment; so the law provided that Quakers and Mennonites, who were drafted, could be exempt from personal service by furnishing substitutes to be paid by assessment on the whole society, and the Governor was empowered by law to enlist Baptists and Methodists in separate companies with the right to elect their own company officers. When formed into a regiment, the Governor appointed the field officers from the same religious denomination as the officers elected by the companies.

Another act for raising additional battalions for the Continental line required 15 to be furnished by Virginia and offered a bounty of 100 acres of land for every non-commissioned officer and private, 150 acres for an ensign, 200 for a lieutenant, 300 for a captain, 300 for a major, 400 for a lieutenant-colonel and 500 acres for a colonel. Norfolk County was allowed one captain, one 1st lieutenant, one 2nd lieutenant and one ensign. The act for recruiting 2,000 volunteers to join the army of Washington was passed on the 4th day of May, 1778. It offered as an inducement to enlist at that important and critical period, a bounty of \$30 and a complete suit of regimentals, to consist

of a coat, jacket, one pair of breeches, two pair of shoes, two pair of stockings, two shirts and a hat; to be served with one gill of spirits per day until January 1, 1779; also they should be exempt from drafts and taxes for 12 months after discharge and should be furnished during their continuance in service stores at the following rates: "Wine at five dollars per gallon, green tea at four dollars per pound, bohea at two dollars per pound, coffee at two shillings and six pence per pound, chocolate at half dollar per pound, loaf sugar at two shillings and eight pence and brown sugar at one shilling per pound." Soldiers who served during the war were exempted from personal taxes and levies for life and those disabled received full pay for life.

Bounty lands were promised to officers and soldiers who served three years or during the war. There were in service during the Revolution 21 Virginia regiments, viz.: 16 on the Continental establishment, three regiments of the State line proper, two western regiments, and the State navy, which was composed of 20 or 25 vessels; from these figures it was estimated, by a legislative committee in 1835, that the number of persons entitled to land bounty was 11,000 and up to that time warrants had been issued to about 6,136 persons.

Apprehending an invasion of the eastern part of the state, the legislature in May, 1780, authorized the Governor to direct the county lieutenants or commanding officers of Princess Anne, Norfolk, Nansemond, Isle of Wight, Southampton, Sussex, Surry and Prince George to order one-sixth of their militia to hold themselves ready to march at a moment's warning. It also ordered that the ships "Thetis," "Tempest," "Dragen" and brig "Jefferson" be repaired and manned.

An act for recruiting the State's quota for the Continental line passed in October, 1780, required Norfolk County to furnish 56 men, and at the same time an act for securing supplies for the army by seizure fixed allowance for "wheat at \$66 2-3 per bushel, Indian corn \$20, peas \$30, oats \$15, pickled beef \$8

per pound, bacon \$20, salt pork \$12, brandy \$60 per gallon, whiskey \$40, taffia \$50, West India rum \$80, white biscuit \$300 per 100 pounds, ship's bread \$200, fine flour \$200 and seconds or ship stuff \$150 per 100 weight."

The scale of depreciation of paper money was fixed for specie:

In December, 1777, four for one.

In December, 1778, six for one.,

In December 1779, forty for one.

In December, 1780, seventy-five for one.

In December, 1781, one thousand for one.

REVOLUTIONARY TIMES.

The clouds of war were gathering in Virginia from April to October, 1775. The outbreak came in the outrage at Norfolk on the liberty of the press. Under cover of the guns of the men-of-war in the harbor, a British officer with a squad of soldiers and sailors landed at the ferry wharf and marched to the printing office of the fearless patriot editor, James Holt, on Main street, whence they carried off the type with appurtenances and two printers. When the corporation authorities remonstrated, Dunmore replied that he had rendered great service in depriving them of means of having their minds poisoned and of exciting in them the spirit of rebellion and sedition.

On the 15th day of October, 1775, soon after this episode a body of British troops was dispatched to Kempsville, in Princess Anne County, where they destroyed some firearms which had been deposited there, and captured Capt. Thomas Mathews, of the minute-men, the first patriot prisoner of war taken on the soil of Virginia.

On the 7th day of November, 1775, Lord Dunmore proclaimed martial law, declaring all persons able to bear arms who did not rally to the King's standard to be traitors and offering freedom to the slaves of rebels who would join his Majesty's troops. All of this only intensified public irritation and increased the ardor of Virginians in the cause of freedom.

On the 16th day of November, Dunmore

again invaded Princess Anne County, surprised and defeated the militia who were on the march to join the colonial troops for the defense of the tide-water section of Virginia. John Ackiss, one of the minute-men, was killed on the field and Colonel Hutchings and eight others were wounded and taken prisoners. So the first Virginia soldier gave his life for the independence of our State on the soil of Princess Anne County. Stirring events and thrilling times were now at the culminating point in Princess Anne and Norfolk counties. The British were fortifying Norfolk and gathering to the royal banner all the Tories, and all the negroes who could be induced to leave their masters. These were armed for incursions into the country to destroy the commissariat collected for the subsistence of Virginia troops. Suffolk, where most of the provisions were in store, was the objective point of Dunmore's designs.

Col. William Woodford, anticipating these plans of the royal governor, dispatched 215 light troops under Col. Charles Scott and Maj. Thomas Marshall to that place, and on the 25th day of November the gallant Woodford arrived there with the main body of the Virginia troops.

Colonel Scott was one of the unique characters of the American Revolution. He was born in Cumberland County, Virginia, and raised the first company of volunteers south of the James River, which entered into actual service. He was promoted until he received the rank of major-general, and received the thanks of Congress for gallant and meritorious conduct; subsequently he was governor of Kentucky. While governor he announced that he was going to Philadelphia during the session of Congress to visit his old commander. He was told that Washington had become "stuck up" with the importance of his high office, and was too much of an aristocrat to notice him in his hunting shirt, buckskin leggins and long beard. Notwithstanding he went, and as he approached the house, Washington and his wife recognized the old hero,

both rushed out and taking him by the arm escorted him in. Governor Scott said that he was never treated better and he found Washington "Ole Hoss" still. The soldiers' pet name for Washington was "Ole Hoss."

Maj. Thomas Marshall was the father of John Marshall, the great jurist and most eminent Chief Justice of the United States, who was also in Colonel Woodford's command.

Colonel Woodford informed the convention then in session at Williamsburg of the military situation and the American Archives, Vol. 4, Page 76, reprinted in the Colonial Records of North Carolina, Vol. X, Page 341, in the report of proceedings says, December 1, 1775. "A letter from Col. Woodford of the Second Regiment was laid before the convention and read respecting the situation of the troops under his command and of them under Lord Dunmore; that he had received an offer of assistance from the commanding officer of the troops situated in North Carolina, not far distant, which he had hitherto declined to call for, thinking the force sufficient, but that he would take his measures as circumstances should occur.

"Resolved, that the President be required in a letter to Col. Woodford to be sent by express, to desire he will risk the success of his arms as little as possible, and, if there is not a moral probability of securing with the troops he hath, he will embrace the offer of assistance from those of North Carolina by sending immediately for them."

Lord Dunmore had fortified on the Norfolk side of the Southern Branch of the Elizabeth River at Great Bridge and Colonel Woodford marched his forces from Suffolk by way of Deep Creek to within cannon shot of the enemy's work on the opposite side of the causeway where he constructed breastworks. On the 9th day of December, 1775, Captain Fordyce led his British grenadiers to storm these works, only to receive a signal defeat. The assault was marked by great gallantry on the part of the British soldiers, and Fordyce fell within 15 steps of the breastworks. Twenty-one killed and wounded were

left on the field, and it was estimated that a greater number was borne off before the retreat. The British hastily retreated to Norfolk, and Dunmore fearing pursuit abandoned his entrenchments and embarked his troops on his men-of-war for security from attack.

The *Virginia Gazette*, published on the 14th, five days after, gives the following particulars of the battle of Great Bridge: "The Great Bridge is built over what is called the Southern Branch of the Elizabeth River, twelve miles above Norfolk. The land on the east side is marshy to a considerable distance from the river, except at the two extremities of the bridge, where are two pieces of firm land, which may not improperly be called islands, being entirely surrounded by water and marsh and joined to the mainland by causeways. On the little piece of firm land on the further or Norfolk side Lord Dunmore had erected his fort, in such a manner that his cannon commanded the causeway on his side and the bridges between him and us, with the marshes around him. The island on this side of the river contained six or seven houses, some of which were burnt down (those nearest the bridge) by the enemy after the arrival of our troops; in the others, adjoining the causeway on each side, were stationed a guard every night by Col. Woodford, but withdrawn before day, that they might not be exposed to the fire of the enemy's fort in recrossing the causeway to our camp, this causeway also being commanded by their cannon.

"The causeway on our side in length was about 160 yards, and on the hither extremity our breastwork was thrown up. From the breastwork ran a street, gradually ascending, about the length of 400 yards, to a church where our main body was encamped. The great trade to Norfolk in shingles, tar, pitch and turpentine, from the country back of this, had occasioned so many houses to be built here, whence the articles were conveyed to Norfolk by water. But this by the by. Such is the nature of the place as described to me, and such our situation, and that of the enemy.

"On Saturday, the 9th inst., after reveille beating, two or three great guns and some musketry were discharged by the enemy, which, as it was not an unusual thing, was but little regarded by Col. Woodford. However, soon after he heard a call to the soldiers to stand by their arms, upon which, with all expedition, he made the proper dispositions to receive them. In the meantime the enemy had crossed the bridge, firing the remaining houses on the island and some large piles of shingles and attacked our guard on the breastwork. Our men returned the fire, and threw them into some confusion; but they were instantly rallied by Capt. Fordyce, and advanced along the causeway with great resolution, keeping up a constant and heavy fire as they approached. Two field-pieces, which had been brought across the bridge and placed on the edge of the island, facing the left of our breastwork, played briskly at the same time upon us. Lieutenant Travis, who commanded in the breastwork, ordered his men to reserve their fire until the enemy came within fifty yards, and then gave it to them with terrible execution. The brave Fordyce exerted himself to keep up their spirits, reminded them of their ancient glory, and, waving his hat over his head encouragingly, told them *the day was their own*. Thus pressing forward, he fell within fifteen steps of the breastwork. His wounds were many, and his death would have been that of a hero had he met it in a better cause. The progress of the enemy was now at an end, and they retreated over the causeway with precipitation, and were dreadfully galled in their rear. Hitherto, on our side only the guard, consisting of twenty-five, and some others, in the whole not amounting to more than ninety, had been engaged. Only the regulars of the 14th Regiment, in number 120, had advanced upon the causeway; and about 230 negroes and tories had, after crossing the bridge, continued upon the island. The regulars, after retreating along the causeway, were again rallied by Capt. Leslie, and the two field-pieces continued playing upon our men. It was at this time that

Col. Woodford was advancing down the street to the breastwork with the main body, and against him was now directed the fire of the enemy. Never were cannon better served; yet in the face of them and musketry, which kept up a continual blaze, our men marched on with the utmost intrepidity. Col. Stevens, of the Culpepper battalion, was sent round to the left to flank the enemy, which was done with so much spirit and activity that a rout immediately ensued; the enemy fled into their fort, leaving behind them the two field-pieces, which, however, they took care to spike up with nails.

"Many were killed and wounded in the flight, but Colonel Woodford very prudently restrained his troops from pursuing the enemy too far. From the beginning of the attack till the repulse at the breastwork might be fourteen or fifteen minutes; till the total defeat, upward of half an hour. It is said that some of the enemy preferred death to captivity, from fear of being scalped, which Lord Dunmore cruelly told them would be their fate should they be taken alive.

"Thirty-one killed and wounded fell into our hands, the number borne off was much greater. Through the whole engagement every officer and soldier behaved with the greatest calmness and courage. The conduct of our sentinels I cannot pass over in silence. Before they quitted their stations they fired at least three rounds as the enemy were crossing the bridge, and one of them, posted behind some shingles, kept his grounds until he had fired eight times, and after he had received the fire of a whole platoon made his escape across the causeway to our breastwork. The scene was closed with as much humanity as it was conducted with bravery. The work of death being over, every one's attention was directed to the succor of the unhappy sufferers; and it is an undoubted fact that Captain Leslie was so affected with the tenderness of our troops to those capable of assistance that he gave signs from the fort of his thankfulness.

"What is not paralleled in history, and will

scarcely be credible, except to such as acknowledge a Providence over human affairs; this victory was gained at the expense of no more than a slight wound in a soldier's hand; and one circumstance which rendered it still more amazing is, that a field-piece raked the whole length of the street and absolutely threw double-headed shot as far as the church and afterward, as our troops approached, cannonaded them heavily with grape shot."

An article in the next issue of the *Gazette* says: "A correspondent, on whose information we may depend, informs us that our soldiers showed the greatest humanity and tenderness to the wounded prisoners. Several of them ran through a hot fire to lift up and bring in some that were bleeding and who they feared would die if not speedily assisted by the surgeon. The prisoners expected to be scalped, and cried out, '*For God's sake, do not murder us.*' One of them, unable to walk, cried out in this manner to one of our men, and was answered by him, '*Put your arms around my neck and I will show you what I intend to do.*' Then taking him with his arm over his neck, he walked slowly along, bearing him along with great tenderness to the breastwork. Captain Leslie, seeing two of our soldiers tenderly removing a wounded regular from the bridge, stepped upon the platform of the fort, and, bowing with great respect, thanked them for their kindness. These are instances of a noble disposition of soul. Men who can act thus must be invincible."

Colonel Woodford, making report of the battle of Great Bridge to Edmund Pendleton, President of the Convention, writes: "Great Bridge, near Norfolk, December 9, 1775. The enemy were reinforced about three o'clock this morning (as they tell me) by every soldier of the Fourteenth Regiment at Norfolk, amounting to two hundred, commanded by Captain Leslie, and this morning, after reveille beating, crossed the bridge by laying down some planks, and made an attack to force our breastwork (the prisoners say the whole number amounted to five hundred volunteers and

blacks) with two pieces of cannon, but none marched up but His Majesty's soldiers, who behaved like *Englishmen*. We have found of their dead Captain Fordyce and twelve privates, and have Lieutenant Batut, who is wounded in the leg, and seventeen private prisoners, all wounded. They carried their cannon back under cover of the guns of the fort, and a number of their dead. I should suppose, to speak within compass, their loss must be upward of fifty. Some powder and cartridges were taken. I sent an officer to inform them if they would not fire upon our people they should collect the dead and wounded; this they agreed to, and there has been no firing since. We are now under arms, expecting another attack. There is but one man of ours hurt and he is wounded in the hand. The prisoners inform us that Lord Dunmore has got a reinforcement of Highlanders, which I expect will be up next."

GREAT BRIDGE, DECEMBER 10th, 1775.

Sir:—

I must apologize for the hurry in which I wrote you yesterday; since which nothing of moment has happened, but the abandoning of the fort by the enemy. We have taken possession of it this morning, and found therein the stores mentioned in the enclosed list: to-wit: 7 guns, four of them sorry; 1 bayonet; 20 spades; 2 shovels; 6 cannon; a few shot; some bedding; a part of a hogshead of rum; two or more barrels, the contents unknown, but supposed to be rum; 2 barrels of bread; about 20 quarters of beef; half a box of candles; 4 or 5 dozen quart bottles; 4 or 5 iron pots; a few axes and old lumber. The spikes, I find cannot be got out of the cannon without drilling. From the vast effusion of blood on the bridge, and in the fort, from the account of sentries, who saw many bodies carried out of the fort to be interred, and other circumstances, I conceive their loss to be much greater than I thought it yesterday, and the victory to be complete. I have received no late information from Norfolk and Princess Ann nor yet fixed on a plan for improving this advantage. I have dispatched scouting parties, and from their intelligence I shall regulate my future operations. Enclosed is an inventory of the arms, etc., taken yesterday, to-wit: 2 silver-mounted fusils with bayonets; one steel do, without bayonet; 24 well fixed muskets, with bayonets; 6 muskets, without bayonets; 28 cartouch boxes and pouches; 3 silver-mounted cartouch boxes, 2 cannon do; 26 bayonet belts; 27 caps; 2 hats; one barrel with powder and cartridges; one silk handkerchief, with linen in it; 2 watches; cash 12s 6d.; 1 pair gloves; 4 stocks and buckles; 2 snuff-boxes; 10 knives; barrel with ball and oakum; 12 coats; 12 waist-coats; 11 pair shoes; 12 pair of gaiters; 1 pair of

breeches; 1 shirt; 1 pair of stockings; a parcel of old knee buckles; a parcel of old buttons; and a black handkerchief.

The arms I shall retain for the use of the army; the other articles I shall dispose of at vendue, and apply the money arising from the sale in such manner as the Convention shall be pleased to direct.

Lieutenant Batut having an inclination to inform the King's troops of the humane treatment he met with here, I dispatched Ensign Hoopes, with a flag of truce who returned with the enclosed answer from the Commander of the Fort: viz: "Captain Leslie presents his compliments to Mr. Batut and returns Col. Woodford his sincere thanks for his kind treatment of prisoners. He is happy Mr. Batut's wounds are so slight; but is extremely sorry for the loss of poor Fordyce."

The unfortunate Captain Fordyce was a Captain of the Grenadiers of the Fourteenth Regiment; most of the soldiers were Grenadiers of that regiment. As the Captain was a gallant and brave officer, I presumed to enter him with all the military honors due his great merits; which I hope will meet with the approbation of the honorable convention.

About two hundred and fifty Carolina men are arrived under the Command of Col. Vail. They are composed of regulars, minute-men, militia and volunteers, and have brought with them six cannon. I have received no certain account of Col. Howe, where he is, what number of force he commands, how armed and how provided, or where he intends to join me. I shall pay due regard to the reinforcements you mention and the establishment of the posts. I am just informed by Lieutenant Batut, that a servant of Maj. Marshall's who was in the party with Col. Scott and deserted, informed Lord Dunmore that not more than three hundred shirt-men were here; that imprudent man caught at the bait and dispatched Capt. Leslie, with all the regulars who arrived at the Fort about four o'clock in the morning. I have enclosed to the honorable convention a general return of the forces under my command; also a list of sick and wounded. It is my wish to receive orders for what is to be done with the wounded prisoners when able to travel. I recollect nothing more to add at present, than that I am with great respect your most obedient servant.

WILLIAM WOODFORD.

TO EDMUND PENDLETON,

PRESIDENT OF THE CONVENTION.

An extract from a letter of a midshipman (American Archives, Vol. 4, Page 452) on board His Majesty's ship "Otter," commanded by Captain Squire, dated January 9, 1776, describes the battle as follows:

"December 9. Our troops, with about 60 town men from Norfolk and a detachment of sailors from the ships, among whom I had the honor to march, set out from Norfolk to attack, once more, the Rebels at Great Bridge, who had been lodged there some time and had

erected a breastwork opposite to our fort on their side of the river. We arrived at the fort an hour after three in the morning and after refreshing ourselves prepared to attack the Rebels in their intrenchments. Captain Squire, ever ready to assist My Lord in the public cause, had sent his gunners and men to manage two pieces of cannon, who were in the front and ordered to begin the attack. But how can it be supposed that with 200 men we could force a strong entrenchment defended by at least 2,000? Yet this was attempted, and we marched up to their works with the intrepidity of lions. But alas! we retreated with much fewer brave fellows than we took out. Their fire was so heavy that had we not retreated as we did we should every one been cut off. Figure to yourself a strong breastwork built across a causeway, on which six men only could advance abreast; a large swamp almost surrounded them, at the back of which were two small breastworks to flank in our attack on their intrenchments. Under these disadvantages it was impossible to succeed; yet our men were so enraged that all the entreaties and scarcely the threats of our officers could prevail on them to retreat, which at last they did; the cannon were secured within the fort. We had sixty killed, wounded and taken prisoners; among whom were the gallant Captain Fordyce, of the Grenadiers of the Fourteenth Brigade, Lieutenants Napier and Leslie, and Lieutenant Batut wounded and taken prisoner, men all universally esteemed and for whom all shed tears; we set out on our return to Norfolk about seven o'clock in the evening, at which place we arrived at twelve, and the soldiers were embarked on board vessels prepared for that purpose."

"December 14. The Rebels having now nothing to obstruct their passage, arrived and took possession of Norfolk, and in the evening saluted us with a volley of small arms, which, the next morning, I was sent on shore to their Commander to inform him if another shot was fired at the 'Otter' they must expect the town to be knocked about their ears."

After the battle of Great Bridge 250 North Carolina troops arrived, under Colonel Vail, and on the 12th 300 more, under Colonel Howe, who, with Colonel Woodford, occupied Norfolk on the 14th. Colonel Howe, whose commission had precedence over Colonel Woodford's, now assumed command.

The proceedings of the Virginia Convention at Williamsburg, on Thursday, the 14th day of December, 1775 (American Archives, Vol. 4, Page 84) say: "The President laid before the Committee a letter from Colonel Woodford enclosing a petition from the poor inhabitants of the Town of Norfolk requesting protection. * * * The President also laid before the Convention a letter from Colonel Howe, of North Carolina, informing him that he had joined Colonel Woodford with the troops under his command and should be happy to afford him his best assistance."

Resolved, that the President be required to write to Col. Howe acknowledging the receipt of his obliging letter and thanking him for his good intentions toward the Colony.

On Friday, December 22 (American Archives, Vol. 4, Page 95), the Convention tendered thanks to the North Carolina troops under Colonel Howe:

Resolved, *unanimously*, that the Thanks of this Convention are justly due to the brave officers, gentlemen volunteers, and soldiers of *North Carolina*, as well as our brethren of that Province in general, for their prompt and generous aid in defense of our common rights against the enemies of *America* and of the British Constitution; and that the President be desired to transmit a copy of this resolution to Colonel Howe.

A correspondence between Colonel Howe and the British officers began on the 24th of December, which Colonel Howe transmitted to the convention (American Archives, Vol. 4, Page 452): "Yesterday by a flag of truce I received a letter from Captain Bellew, copy of which I have the honor to transmit you, with a copy of those I have written to him. Though Colonel Woodford and myself were sensible, it was our duty to withhold from him, as much as in our power lay, those sup-

plies he wished to obtain, yet the moderate conduct he has pursued, and the sentiments of humanity by which he seems to be actuated, induced us to delay an answer till to-day and couch it in terms which cannot but shew him that occasion, not inclination, had influence upon our conduct. Captain Bellew's letter was brought us by one of his lieutenants. He expressed for himself and every officer on board the reluctance they should feel if, compelled by necessity, they should be obliged by marauding parties to snatch from the indigent farmer of this Colony those provisions they were so willing to purchase. I thought proper, sir, to give you this information, and through you, Colonel Woodford and myself beg leave to submit it to the consideration of your honorable Board, whether we are to shew any indulgence to those people, and if we are, to what bounds we are to extend it. Major Ruffin and about 180 Minutemen arrived last night; it was a seasonable relief to our soldiers almost worn out with duty this very bad weather. I was honored with your letter yesterday and we are made happy to find our proceedings are approved of; the order it conveys and all others which we may receive we shall endeavor to execute with the greatest punctuality."

Another letter from Colonel Howe (American Archives, Vol. 4, Page 474) to the president of the convention under date of the 25th day of December says:

"I am at present, sir, so indispensably engaged that I have not time to be so particular as I could wish had I anything of importance to communicate, but except some salutes from the men-of-war, matters remain just as they were when I wrote you last. No effectual steps have been taken in respect to the exchange of prisoners, for which the enclosed copies of letters between Lord Dunmore and myself will, I hope, account in such manner as to leave me in the opinion of your honorable body free from blame."

A letter from Lord Dunmore to Colonel Howe:

SHIP "DUNMORE," DEC. 25th, 1775.

Sir:—

I have this moment received yours of the 24th and in compliance with your request, have empowered the bearer, Mr. Lawrie, to agree to any one of your Lieutenants in our custody, being exchanged in place of Mr. Batut, Lieut. of the 14th Regiment, and to an equal number of your privates in lieu of those of the 14th with you now. I am, Sir,

Your most. ob'dt humble serv't.

DUNMORE.

To ROBERT HOWE, ESQUIRE.

The reply to Lord Dunmore by Colonel Howe:

NORFOLK, DEC. 25th, 1775.

My Lord:—

Desirous as we are to regain our friends in your custody, and to return to the army the officers and men of their corps who have fallen into our hands, we can by no means, submit to place the officers and soldiers of the army, who have been taken in the battle upon a footing with those officers of Militia and the peasants, that you have thought proper to deprive of their liberty. We have since our march from the Great Bridge, taken a number of those who were in action at that place; among them, some who acted under your commissions as field-officers; those I conceive, may be equitably exchanged for those of the same rank in your hands; and reluctant as I am to continue in confinement either your prisoners or ours, I shall consent to no exchange but such as equity shall warrant.

I beg leave to refer you to Mr. Lawrie for particulars. I should be glad to be favored with a list of the prisoners you have in your hands, the rank they bear and the manner in which they were taken.

I am, My Lord, your Lordship's most Ob'dt., humble Serv't,

ROBERT HOWE.

To HIS EXCELLENCY LORD DUNMORE.

Lord Dunmore's reply:

SHIP "DUNMORE," DEC. 26th, 1775.

Sir:—

Yours of last night I received and really am at a loss to know what your meaning is: you certainly, when you proposed an exchange of prisoners, could never have meant to pay your own people so poor a compliment, as not to look upon those whom the Convention thought proper to appoint to hold military commissions in any other light than officers; those you talk of as officers of Militia and Peasants, whom you say I have thought proper to deprive of their liberty, come under that predicament, and were taken armed against their liege Sovereign.

If the rank of officers in each army is not to be our guide, I own I am at a loss to know what rule we are to be governed in exchange of prisoners.

I am Sir, Your humble servant,

DUNMORE.

To ROBERT HOWE ESQUIRE IN NORFOLK.

Colonel Howe's answer:

NORFOLK, DEC. 27th, 1775.

My Lord:—

I was not understood by Your Lordship last night and it gives me concern. You do me justice, however, when you suppose I could not mean, even by implication, to degrade any commissions issued by Convention, whose authority I acknowledge, whose appointment I honor and to whose service I have devoted myself.

I am, I find, to inform your Lordship of what I really thought you before acquainted: that Conventions, from the fatal necessities of the times, have been compelled to establish three different military bodies: Militia, Minute Battalions, and Regular Regiments; and that they have made a distinction in the rank of each. What I said, therefore, in respect to militia officers, was not without its propriety, had my meaning extended no further than as to their rank. You, My Lord, sometimes effect so much to despise any rank derived from Conventions, that courtesy itself cannot induce you, even in the common forms of address, to admit those appellations which they have fixed to particular characters. Circumstances, however, at other times have so far an influence upon Your Lordship as to prevail upon you not only to admit that rank, but to endeavor to carry it higher than even the Conventions intended.

A Colonel in the Minute Service ranks only with a Lieutenant Colonel of the Regulars; a Colonel of Militia, only with a Lieutenant Colonel of Minute-Men. This must make it plain, that a Militia Lieutenant, though your Lordship had taken him in battle, cannot be deemed an equitable exchange for a Lieutenant of Regulars, much less, My Lord, if a man should have been torn from his farm and arbitrarily deprived of his liberty, because a Convention had nominated him an officer, without his having done any one act that could warrant his seizure, and continue his confinement longer than despotism prevails over rights and privileges. In this case, I might indeed compassionate his fate, but should betray the confidence reposed in me by my country, should I attempt to release him by a prisoner of equal rank taken in battle, who it would be my duty to consider as a pledge in my hands, for the redemption of some brave man, that by the chance of war may happen to be captured.

The Convention in order to establish a Militia, have appointed Captains in particular districts to train and exercise, in arms, all persons from 16 to 60 years of age, without instructing or directing them to act against Government: these may meet and go through the manual exercise, and then return home without the least guilt. Six months after, should some or all of these people be taken from their ploughs, made prisoners and offered in exchange for those that are prisoners of war, could an officer be justified, who admitted of such an exchange? or would you, My Lord, should we seize upon the person of the peasants, who come into this town every day and who attend to your Proclamation and subscribed your Test, admit of them in

exchange for our officers and men, who you assert were taken in arms?

Information had given me to think, and till your last letter, I had no reason to doubt, that some of these officers and men you offered us, were such as I have described; and it was to that I alluded when I said that I could not put those prisoners taken in battle, upon a footing with the Militia officers and peasants, whom you, My Lord, had thought proper to deprive of their liberty. I was explicit, I thought, when I told Your Lordship, that I looked upon those officers, who under your appointment, fought at the Great Bridge, though taken since the action, as prisoners who would be equitably offered in exchange for those of ours of the same rank taken by you; and when I desired an exact list of the men in your custody, the rank they bore and the manner in which they were taken, I imagined it would be granted me; I wish now to obtain such a list, My Lord; and if I do, you will find that I shall not degrade those commissions issued by Convention, the rank of which you seem so desirous I should maintain; but join you heartily, if you choose it, in one measure at least, that of returning to their friends such prisoners we have of yours, and restoring to the bosom of their country those that you have torn from it.

I have not had in my power, till within the last hour, to answer your favor of last night; the delay you will please excuse.

I am, My Lord, Your Lordship's,
Most ob'd't humble serv't.

ROBERT HOWE.

TO HIS EXCELLENCY LORD DUNMORE.

It appears that the pickets of the Colonial army at Norfolk were offensive to the eyes of the British naval officers on the ships in the harbor, and the commander of the "Liverpool" wrote to Colonel Howe to have them withdrawn from their sight.

SHIP "LIVERPOOL," OFF NORFOLK.

DECEMBER 30TH, 1775.

As I hold it incompatible with the honor of my commission to suffer men in arms against their Sovereign and the Laws, to appear before His Majesty's ships, I desire you will cause your sentinels in the town of Norfolk to avoid being seen, that women and children may not feel the effects of their audacity, and it would not be imprudent if both were to leave the town.

I am, Sir, your most humble servant,

HENRY BELLEW.

TO ROBERT HOWE, ESQ.

This letter had Colonel Howe's prompt reply:

NORFOLK, DECEMBER 30TH, 1775.

I am too much of an officer to wish you to do anything incompatible with the honor of your commission or to recede myself from any point which I conceive

to be my duty. Under the influence of reciprocal feelings consequences may ensue which either, perhaps, would choose to avoid. Our sentinels have received orders not to fire at your boats, or any other, unless approaching the shore in a hostile manner. If they exceed this order, we would punish them ourselves; or if you do it, we shall thank you for it. If, however, your resentment extends farther than merely to them, I should wish the inhabitants of the town, who have nothing to do in this matter, may have time to remove with their effects. And, as to the rest, I should be unworthy of the respect of a man of your character, if I consulted anything but my duty.

I am, Sir, your most ob'd't humble servant,

ROBERT HOWE.

TO HENRY BELLEW, ESQ.

The proceedings of the Virginia Convention (American Archives, Vol. 4, Page 103) on Tuesday, January 2, 1776, show that "The president laid before the convention a letter from Colonel Howe and also a letter from Colonel Woodford informing the convention they had received petitions from several of the persons who had joined Lord Dunmore and were on board the vessels in the harbour at Norfolk, desiring that they might have leave to return, as their wives and children were greatly distressed. That they had given for answer, the women and children were at liberty to come on shore, and should receive assistance and protection, but not to be at liberty to return or give intelligence to our enemies; that the men should have no other violence offered them than to remain prisoners till they could be fairly and impartially tried by their Country for taking up arms against it. Which being read,

"Resolved, that this Convention will immediately resolve itself into a Committee on the said letters.

"The Convention accordingly resolved itself into the said Committee, and after some time spent therein Mr. President resumed the chair and Mr. Mercer reported that the Committee had, according to order, had under their consideration the letter from Colonel Howe and Colonel Woodford and had come to the following resolution thereupon, which he read in his place and afterward delivered it at the Clerk's table, where the same was again twice read and agreed to by the Convention.

"Resolved, that the Convention do highly approve of the offer made by Col. Howe and his officers to the distressed women and children now on board the vessels in the harbour at Norfolk, and the terms offered to those who have taken up arms against this Country: and that Col. Howe be requested to repeat the same in the name of the Delegates and Representatives of this Colony."

On the 30th day of December, 1775, the British force in Hampton Roads and the harbor of Norfolk and Portsmouth was composed of the following vessels:

Ship "Liverpool," 28 guns, Henry Bellew, Commander.

Sloop "Otter," 16 guns, Mathew Squire, Commander.

Sloop "Kingfisher," 18 guns, James Montague, Commander.

Sloop ———, 8 guns, Robert Stewart, Commander.

Ship "Ellbeck," ———, Lord Dunmore, Commander.

And six or seven small tenders.

Royalist families took refuge on the ships, where, from the scarcity of provisions, great distress prevailed. Marketing in the town and vicinity was by no means pleasant, and the Christmas holidays of 1775 were passed in involuntary fasting, especially by the lately too impudent loyalists.

Colonel Woodford had issued a peaceful proclamation to the inhabitants of Princess Anne and Norfolk counties, and consequently many resorted to his camp; but the Tories taken in arms were each coupled with handcuffs to one of his negro fellow-soldiers as a stigma for traitorous conduct.

The vigilance of the colonial troops kept the enemy confined to their ships, preventing foraging in the country, and consequently British commissary supplies were naturally cut off. Lord Dunmore sent a flag of truce to ask for a supply of food, but being answered in the negative, he resolved to bombard, and, if need be, to destroy the town. Accordingly, notice was given on the 31st of December, of the intended attack in order that the women and children might be removed to places of safety, and on Monday, January 1, 1776, the bombardment began.

At this time Norfolk was "the most flourishing and richest town in the Colony." The natural advantages which invite and promote navigation and commerce had been actively seconded by the industry and enterprise of its citizens. Its population had reached 6,000, and "many of the inhabitants were in affluent circumstances."

The "Liverpool" opened fire, and soon not less than 60 guns were hurling their iron hail into the devoted town. The ball now seen in the wall of St. Paul's Church is said to have been thrown by the "Liverpool" lying off the foot of Church street.

Parties of marines and sailors were sent from the ships to fire the warehouses on the wharves, and as the wind was from the south the greater part of the town was soon in flames, which rapidly spread among the wood-built houses. The conflagration lasted 50 hours, destroying property valued at \$1,500,000. Notwithstanding the incessant cannonade, not a single patriot soldier was killed, though three or four women and children were slain in the streets.

Still the Virginia forces held the town, or the site of the late town, for several weeks, when the remaining buildings were appraised by Colonel Stevens, and, after the removal of their occupants, were destroyed, lest they afford shelter for the enemy. It is said that St. Paul's church was the only edifice left standing in the town, but a few days before the most flourishing in Virginia, but which was for a season abandoned to utter desolation. Even the communion plate of St. Paul's was carried off to the old cemetery. The question is often asked: Who burned Norfolk, Lord Dunmore or Colonel Howe or an irresponsible mob? It seems that after Dunmore had destroyed part, if not four-fifths of the town, the destruction was completed by order of the Virginia Convention, of which Edmund Pendleton was president, and according to "Campbell's History of Virginia" it was opposed among the civil and military authority by only one man, Gen. Andrew Lewis. Thus the



OLD MARINE HOSPITAL BUILDING,
(now Ryland Institute, Berkley, Va.)

Virginians completed what their enemies began.

Accounts of the extent of the destruction of Norfolk by the attack of Dunmore on January 1, 1776, vary very much. One historian says:

"Though it does not seem to be generally known, the whole question of the destruction of Norfolk was investigated in the year 1777 by commissioners appointed by the General Assembly. Their report was made October 10, 1777, and I suppose is still on file in the Auditor's department. At any rate, it was a matter of discussion in the House of Delegates in 1835-36, and was published with the proceedings of that year. This report is accompanied by a schedule of all the property destroyed—time when, by whom, and value—and also by the depositions establishing the facts. It establishes that, out of 1,333 houses burned, only 54 were destroyed by Lord Dunmore, and that on January 1, when the historians state that he burned the whole town, he burned only 19 houses—32 having been burned by him November 30, 1775, and three January 21, 1776. It establishes that 863 houses were burned by the troops of the State before January 15, 1776, and that 416 houses were destroyed by order of the Convention in February. It goes on to say:

"Upon an inspection of the schedule and the depositions which have been taken, it will appear that very few of the houses were destroyed by the enemy, either from their cannonade or by the parties they landed on the wharves; indeed, the efforts of these latter were so feeble that we are induced to believe that most of the houses, which they did set fire to might have been saved had a disposition of that kind prevailed among the soldiery; but they appear to have had no such intention: on the contrary, they wantonly set fire to the greater part of the houses within the town, where the enemy never attempted to approach, and where it would have been impossible for them to have penetrated."

Colonel Howe, in a letter to the Virginia

Convention, dated at Norfolk, January 2, 1776 (American Archives, Vol. 4, Page 538), reports that:

"The cannonade of the town began about a quarter after three yesterday, from upwards of 100 pieces of cannon, and continued till nearly ten at night without intermission: it abated a little and continued until two this morning. Under cover of their guns they landed and set fire to the town in several places near the water, though our men strove to prevent them all in their power; but the houses near the water being chiefly of wood, they took fire immediately and the fire spread with amazing rapidity. It has now become general and the whole town will, I doubt not, be consumed in a day or two. Expecting that the fire would throw us into confusion, they frequently landed and were every time repulsed. I imagine with loss; but with what loss I cannot tell; the burning of the town has made several avenues which yesterday they had not, so that they may now fire with greater effect; the tide is now rising and we expect at high water another cannonade. I have only to wish it may be ineffectual as the last, for we have not one man killed and but few wounded. I cannot enter into the melancholy consideration of the women and children running through a crowd of shot to get out of the town; some of them with children at their breasts; a few have, I hear, been killed: does it not call for vengeance both from God and man?"

"It is but justice to inform you that I had the pleasure to find every officer ready to execute orders at a moment's warning and that the men behaved with steadiness and spirit. Colonel Stevens went down at my command and headed some men near the water, where he engaged a party who had landed, with a spirit and conduct of a good officer. Of my friend Colonel Woodford it is almost needless to speak, but I cannot avoid expressing that I received from him every assistance, which conduct and spirit could give me."

And on January 4, 1776, at three o'clock

P. M. he further reported to the Convention:

"About a quarter past three on Monday afternoon the whole fleet began a heavy cannonade, which lasted some hours, without intermission, and, indeed, continued off and on till last night, since which time we have been tolerably quiet. Under the fire of their ships they landed in many places and set fire to the houses on the wharves. In these attempts many of them we are certain were killed and never failed being repulsed by our people. We had not a man killed, and only five or six wounded, one supposed mortally, and two or three women and children are said to have been killed. Providence certainly interfered in our favor or more lives must have been lost. They once landed and got into the streets with field-pieces, but were beaten back with loss and no execution done by their fire. Nine-tenths of the town is destroyed, but the fire is now out."

The midshipman on the "Otter," in the letter heretofore mentioned, wrote January 9:

"The detested town of Norfolk is no more! Its destruction happened on New Year's day! About four o'clock in the afternoon the signal was given from the 'Liverpool,' when a dreadful cannonading began from the three ships, which lasted until it was too hot for the Rebels to stand on their wharves. Our boats now landed and set fire to the town in several places. It burnt fiercely all night and the next day, nor are the flames yet extinguished; but no more of Norfolk remains than about twelve houses which have escaped the flames."

After the destruction of Norfolk there was some skirmishing, in which the British suffered most severely. On the 6th day of February, 1776, Col. Robert Howe retired from Norfolk with his command and stationed his forces at Kempsville, Great Bridge and Suffolk. The residents of Norfolk were under these most distressing circumstances forced to leave the site of their homes to seek shelter from the rigors of winter. The good people of Suffolk received these distressed refugees

with open doors and unbounded hospitality until every building in the town was crowded.

Although Lord Dunmore was left free to occupy Norfolk in ashes, the vigilance and energy of the American troops prevented him from obtaining supplies from the country at large, and at last, forced by hunger and disease, he ordered the quarters of his soldiers on shore to be burned, re-embarked his troops, and on June 1 sailed from Hampton Roads for Guynn's Island in Mathews county. The aid of the North Carolina troops, under Col. Robert Howe, was highly appreciated by the patriots of Virginia, and the self-sacrificing devotion of these soldiers elicited unstinted praise (American Archives, Vol. 4, Page 116):

"Wednesday, January 10, 1776. The President laid before the Convention a letter from the Council of Safety for the Province of North Carolina informing the Convention that they had sent orders to Colonel Howe, Commander of the troops at Norfolk, to remain in the Colony with the North Carolina troops as long as the public service might require, or until it should be absolutely necessary to recall him for the defense of their Province, and had directed him to receive all of his orders respecting his operations whilst in the Colony from the Convention or Committee of Safety."

"Ordered, that the President be desired to write to the Council of Safety of North Carolina, acknowledging receipt of their very polite letter and thanking them for the assistance offered this Colony against the enemies of America."

So not only the troops themselves were ardent in their help to our colony, but the constituted government of the province evinced the highest friendship toward us and most faithful patriotism to the cause of liberty. The Duke of Richmond, speaking in the House of Lords on March 5, 1776, "Observed that the war, if carried on, would not only be a war of heavy expense and long continuance, but would be attended with circumstances of cruelty, civil rage and devastation hitherto un-

precedented in the annals of mankind. We were not only to rob the *Americans* of their property, and make them slaves to fight our battles, but we made war on them in a manner which would shock the most barbarous nations by firing their towns and turning out the wretched inhabitants to perish in the cold, of want and nakedness. Even still more, this barbaric rage was not only directed against our enemies but our warmest and most zealous friends. This we instanced at Norfolk, Virginia, as Administration had so frequently called it, which was reduced to ashes by the wanton act of one of our naval commanders. Such an act was no less inconsistent with every sentiment of humanity than contrary to every rule of good policy. It would turn the whole continent, as well friends as foes, into the most implacable and inveterate enemies. It would incense our friends and render our enemies at once fierce, desperate and unrelenting. It disgraced our arms; it would render us despised and abhorred and remain an indelible blot on the dignity and honor of the English nation."

Drake's Biography says "Rob" Howe, Major-General Revolutionary Army, who was born in England and died in 1787 at the residence of General Clark near Wilmington, North Carolina, was an early patriot in our cause. He, with Cornelius Harnett, of North Carolina, were specially, and the only ones, excepted from pardon by General Clinton. Cornelius Harnett was grand master of No. 1 Lodge of Masons in Norfolk, 1773. General William Woodford, born in Caroline county, Virginia, in 1735, and died in New York City in 1780; upon the assembling of the Virginia troops in Williamsburg, Virginia, in 1775, he was made colonel of the Second Regiment, and was made prisoner at the siege of Charleston, South Carolina.

After the departure of Lord Dunmore's fleet in May, 1776, there was no other invasion of Norfolk county until three years afterward. The State Government of Virginia had erected a fortification on the point now occupied by the United States Naval Hospital to defend

Portsmouth, Gosport Navy Yard and the borough of Norfolk. It was named for, one of the most popular and patriotic Virginians of that day—Thomas Nelson—a statesman who signed the Declaration of Independence, a soldier who trained his own artillery upon his own house at glorious Yorktown, which sealed that declaration an everlasting reality. The fortification was garrisoned by 150 soldiers under command of Maj. Thomas Mathews.

On the 9th of May, 1779, the British fleet from New York, commanded by Sir George Collier, anchored in Hampton Roads. On the 11th of May a large force was landed about three miles from here at the Glebe farm, now Port Norfolk, and proceeded to march to Portsmouth. By a singular coincidence this force was commanded by General Mathews, of the British army. Major Mathews, the commandant of Fort Nelson, finding himself outflanked by a superior force, wisely abandoned the fort and retreated to the Dismal Swamp.

The British promptly occupied Gosport, Norfolk and Suffolk. They burned Suffolk, destroyed upward of 100 vessels at Norfolk and Gosport and all the military and naval stores which they could not take away on the fleet. They remained but a short time after their work of destruction and plunder, and then re-embarked for New York.

In October, 1780, Brigadier-General Leslie landed at Portsmouth with 3,000 troops, captured and destroyed a number of vessels and many stores, but soon sailed for Charleston to join the forces of Cornwallis then operating in the South.

In 1781 Benedict Arnold made his headquarters in Portsmouth, and finally Cornwallis ordered its evacuation to concentrate all of his forces at Yorktown, where his capitulation took place on the 19th day of October, 1781.

REVOLUTIONARY SOLDIERS.

While the number of regiments and the names of officers, soldiers and sailors of Vir-

ginia in the Revolutionary War have been preserved in the archives of the State, there is no mention on the rolls of the county from which the soldiers enlisted, and consequently it is impossible to obtain the number and only a few of the names of the soldiers from Norfolk county, but I am convinced from the court records, which refer to many different companies in which particular soldiers had enlisted, that it furnished its full quota.

At a county court held on the 21st of April, 1818, "William Hoffler, a resident of the County of Norfolk, Virginia, this day made declaration on oath that he served in the Revolutionary War against the common enemy first as a Captain and afterward as a Major in the Continental line from the year 1778 to the siege of Little York, in 1781, when he was discharged, there being no further occasion for his services in the First Virginia State Regiment, commanded by Col. George Gibson in General Muhlenberg's Brigade, and it moreover appears by the testimony of Col. Stephen Wright that the declaration aforesaid is true, and the Court being satisfied of the truth of the facts therein stated, it is ordered that the same be certified."

SOME SOLDIERS AND SAILORS OF THE REVOLUTION.

A.

Armstrong, John—Lieutenant in militia, qualified July 21, 1785.
 Armstrong, James—Private in Capt. Thomas Bressie's company.
 Airs, John—Private.
 Auspach, Philip—Private.
 Applewhite, Dr. John—Surgeon in Virginia State Navy.

B.

Butler, John—Private in Continental line.
 Baynes, John—Captain in militia, qualified 1785.
 Bressie, Thomas—Major in militia, resigned 1785.
 Boush, Robert—Captain in militia, qualified 1785.
 Butt, Josiah—Captain in militia, qualified 1785.
 Bartee, Andre—Ensign in militia, qualified 1785.
 Boushell, William, Jr.—Ensign in militia, qualified 1785.
 Powers, John—First lieutenant in militia, qualified July 15, 1784.
 Boush, Charles S.—Ensign in militia, qualified May 27, 1784.

Boushell, William—Captain in militia, qualified 1784.
 Boushell, John—Second lieutenant in militia, appointed April 16, 1784.
 Butt, John—Captain in militia, appointed April 16, 1784.
 Bartee, Willis—First lieutenant in militia, appointed April 16, 1784.
 Boutton, Ben.—First lieutenant in militia, appointed April 16, 1784.
 Ballentine, John—Second lieutenant in militia, appointed April 16, 1784.
 Balance, Samuel—Ensign in militia, appointed April 16, 1784.
 Booker, William—Captain in militia.
 Brown, Anthony—Private in militia, 20th Virginia Regiment.
 Brazier, Henry—Private Captain Morgan's company of riflemen.
 Bressie, William—Captain in militia, qualified October 16, 1777.
 Butt, Nathaniel—Ensign in militia.
 Burgess, George W.—Captain in militia.
 Boushell, Joseph—Ensign in militia.
 Bartee, Lemuel—Ensign in militia.
 Brown, William—Private in militia.
 Bloxom, Searborough—Midshipman in the row galley "Accomac."
 Bowers, David—Private in Captain Thompson's militia company in U. S. service.
 Block, Mathew—Private in Captain Thomas Bressie's company.
 Bright, John—Private in Captain Samuel Carr's company.
 Butler, Thomas—Sailing master and pilot in Virginia State Navy.
 Browne, Thomas—Captain, died in 1778.
 Branham, John—Private.
 Boush, Goodrich—Captain in Virginia State Navy at organization; commanded armed vessel; died in the service.
 Barron, James—In Virginia State Navy, afterwards commodore U. S. Navy; born September 15, 1768, died April 21, 1851; buried in Trinity churchyard, Portsmouth; killed Decatur in a duel.
 Buchanan, John—Lieutenant in Continental line, killed in campaign of 1777.
 Brickell, John—Captain.

C.

Conner, Charles—Major in militia, qualified July 21, 1785.
 Corfew, John, Jr.—Captain in militia, qualified July 21, 1785.
 Carter, James—Private in Captain Davis' company, 1st Virginia Regiment, from 1776 to end of war.
 Creekmur, William—Private in Captain Hoffler's company, 1st Virginia Regiment.
 Cherry, Theophilus—Second lieutenant in militia.
 Culpepper, Willoughby—Private in Captain Yates' battery, U. S. Art.
 Cherry, Ben.—Private in Captain Smith's company, 38th Virginia Regt.

Conner, Asa—Private in Captain Thomas Bressie's company.
 Campbell, James—Private in Captain Samuel Carr's company.
 Cunningham, James—Lieutenant in Virginia State Navy.
 Carter, Joseph—Private in Captain Davis' company; 1st Virginia Regt.
 Calvert, Christopher—Captain in Virginia State Navy.
 Cox, John—Private.

D.

DeKlamar, Charles—Major in Virginia State line, died 1795.
 Duffie, James—Private in Captain William Grimes' company, 15th Virginia Regt.
 Daryl, Zadock—Private in Captain Thomas Bressie's company.
 Dozier, Willoughby—Private in Captain Lee's company, U. S. Inf.
 Dunford, William—Sailing master in Virginia State Navy.
 Downes, James—Boatswain in U. S. Navy.

E.

Eastwood, Willis—Ensign in militia, appointed April 16, 1784.
 English, Charles—Private in Captain Thomas Bressie's company, 2d Virginia Regt.

F.

Ferebee, John—Second lieutenant in militia.
 Foreman, Ivy—Second lieutenant in militia.
 Flemming, Henry—Private.
 Flora, William—Private in Captain William Grimes' company, 15th Virginia Regt.

G.

Grimes, Joshua—Captain in militia, qualified July 21, 1785.
 Godfrey, William—Lieutenant in militia, qualified July 21, 1785.
 Gaskins, James—Captain in militia, qualified May 21, 1784.
 Grimes, William—Second lieutenant in militia, qualified July 15, 1784.
 Godfrey, Nathaniel—Second and first lieutenant in militia.
 Grimes, Josiah—Second lieutenant in militia.
 Godchild, William—Ensign in militia.
 Grimes, Thomas—Private in Captain Goodall's battery, U. S. Art.
 Grizzel, David—Private in Captain Thomas Bressie's company.
 Goffian, Laban—Lieutenant in Virginia State Navy.
 Grimes, William—Corporal.

H.

Hebden, Jesse—Private in Captain Ragdale's company.

Herbert, Arthur—Ensign in militia, qualified July 21, 1785.
 Happer, William—Ensign in militia, qualified July 21, 1785.
 Hodges, John—Captain in militia, qualified July 21, 1785.
 Hall, George Thomas—Captain in militia, qualified May 21, 1784.
 Hatton, Samuel—Second lieutenant in militia, appointed April 16, 1784.
 Hodges, Nathaniel—Private Captain W. T. Cock's company, 35th Virginia Regt.
 Hanbery, Job—Ensign in militia.
 Hodges, Mason—Second lieutenant in militia.
 Hodges, Joseph—Ensign in militia.
 Hall, William—Captain 1778, in room of Josiah Wilson, dead.
 Hodges, James—First lieutenant in militia.
 Hoffer, James—Private in Captain Yates' battery, U. S. Art.
 Hodges, Randolph—Private in Captain Thomas Bressie's company.
 Hawkins, Benj.—Private in Captain Samuel Carr's company.
 Healy, Samuel—Lieutenant in Virginia State Navy.
 Howe, Bannister—Virginia State Navy.
 Hudson, John—Captain in Virginia State Navy.
 Hughler, William—Midshipman in Virginia State Navy.
 Holland, Kitchen—Private.

I.

Ives, James—Ensign in militia, appointed April 16, 1784.
 Ingram, William—Captain in militia, appointed April 16, 1784.

J.

Jones, Richard—Private in militia, killed in service.
 Joliff, Richard—Second lieutenant in militia.
 Joliff, Joshua—Captain, in room of Willis Hoffer, dead.
 Joliff, Jeremiah—Second lieutenant in militia.
 Jones, Michael—Lieutenant in Virginia State Navy.
 Jackson, John—Private.
 Johnson, Dr. William—Surgeon in Virginia State Navy.

K.

Kay, John—Lieutenant in Virginia State Navy; transferred from the army.
 Kennedy, Robert—Private in Captain Thomas Bressie's company.
 Kennedy, Robert, Jr.—Private in Captain Thomas Bressie's company.
 King, William—Captain in militia, qualified July 15, 1784.
 Keeling, Thorogood—First lieutenant in militia, qualified May 21, 1784.
 Kerr, Robert—Sergeant in 2d company, Charles Harrison's artillery.
 King, John—Private in 38th Virginia Regt.
 Keal, Robert—Private in Captain Morgan's company of riflemen.
 Kendal, Carter—Sailor.

Kelly, William—Private in Captain Samuel Carr's company.

L.

Linton, Bernard—Private in 2d Virginia Regt.
Lewelling, John—Ensign in militia, qualified July 21, 1785.
Luke, Paul—Ensign in militia, appointed April 16, 1784.
Langley, Richard—First lieutenant in militia, appointed April 16, 1784.
Lillo, John—First lieutenant in militia.
Lee, Sherwood—Ensign in militia.
Lester, Thomas—Private in State artillery service, certified by Capt.-Lt. William Porter.
Lynton, Barnit—Private in Captain Thomas Bressie's company.
Love, Edmond—Private in Captain Thomas Bressie's company.
Lockhart, John—Private.
Latimer, Moseley—Private.

M.

Mathews, Thomas—County lieutenant of militia, qualified in 1785.
Moody, Isaiah—First lieutenant in militia, qualified in 1784.
Murden, Jeremiah—Captain in militia, appointed April 16, 1784.
Murden, William—Second lieutenant in militia, appointed April 16, 1784.
Murden, Maximilian—Ensign in militia, appointed April 16, 1784.
Maund, Matt.—Captain in militia.
Mathews, James—Second lieutenant in militia, appointed April 16, 1784.
Morley, Maximilian—First lieutenant in militia, appointed April 16, 1784.
Manning, Thomas—Private in Captain Bradley's company.
Miller, Mathew—Captain in militia.
Maund, Malachi—Captain in militia.
Maund, March—Ensign in militia.
Mekins, Stephen—Private in Captain Yates' battery, U. S. Art.
Mott, John—Private in Captain Thomas Bressie's company.
McDaniel, Silvanus—Private in Captain Thomas Bressie's company.
McCoy, Meshech—Private in Captain Thomas Bressie's company.
Morris, Christopher—Pilot in Virginia State Navy.
Martin, Dr. Joseph—Surgeon in Virginia State Navy.
Martin, Dr. Hugh—Surgeon in Virginia State Navy.
McClanning, John—Private.
Moore, Peter—Private.

N.

Nash, Thomas, Jr.—Captain in militia, qualified July 21, 1785.
Nicholson, William—Captain in militia, appointed April 16, 1784.

Nicholson, Robert—Private.
Nicholson, Rev. Jesse—Chaplain.

O.

Osborn, James—Private in Captain Yates' battery, U. S. Art.
Oldham, Joshua—Sailing master in Virginia State Navy, died in 1818.

P.

Powell, Richard—Lieutenant in militia, qualified July 21, 1785.
Powers, William—Private in Captain Thomas Bressie's company, 2d Virginia Regt.
Point, Griffin—Major in militia, qualified November 21, 1777.
Portlock, William—Ensign in Captain John Nash's company.
Portlock, John—First lieutenant in militia.
Portlock, Archibald—Second lieutenant in militia.
Powers, John—First lieutenant in militia.
Powers, Caleb—Private in Captain Samuel Carr's company.
Powers, William—Private in Captain Samuel Carr's company.
Parslev, Joel—Private in Captain Samuel Carr's company.
Porter, William—Captain in 12th Virginia Regt.
Pell, Dr. Joseph S.—Surgeon in Virginia State Navy.
Parsens, William—Captain in Continental line.

R.

Randall, William—Lieutenant in militia, qualified July 21, 1785.
Randolph, William—First lieutenant in militia, appointed April 16, 1784.
Ramsey, Henry—Private in Captain Yates' battery, U. S. Art.
Ramsey, Bennett—Private in Captain Yates' battery, U. S. Art.
Ray, Dr. Andrew—Surgeon.
Rhodes, Benjamin—Private in Captain Thomas Bressie's company.
Rhodes, William—Private in Captain Thomas Bressie's company.
Rodgers, John—Captain, died in 1816.

S.

Shipwash, William—Private in militia, killed in service, age 45.
Smith, Samuel—Lieutenant in militia, qualified July 21, 1785.
Sikes, Jesse—Captain in militia, appointed April 16, 1784.
Satchwell, Emanuel—Second lieutenant in militia, appointed April 16, 1784.
Soloman, John—Private in Captain William Grimes' company, 15th Virginia Regt.
Scott, Tennant—Ensign in militia.
Simmons, James—Private in Captain John Gregory's company.

Simmons, Willis—Private in Captain John Gregory's company.
 Sawyer, Meshech—Private in Captain Thomas Bressie's company.
 Smith, Underwood—Private in Captain Thomas Bressie's company.
 Suggs, Thomas—Private in Captain Samuel Carr's company.
 Stewart, Charles—Second lieutenant in 15th Virginia Regt.
 Saubat, John Baptiste—Captain.
 Snaile, Thomas—Lieutenant in Virginia State Navy.
 Stewart, Maxy—Private in 1st Regiment, Continental line.
 Starke, William—Private in 1st Regiment, Continental line.

T.

Tart, James—Second lieutenant in militia, qualified July 15, 1784.
 Talbot, Solomon B.—Second lieutenant in militia, appointed April 16, 1784.
 Thomas, Amos—Private in Captain MacGill's company in state garrison regiment.
 Truss, Josiah—Second lieutenant in militia, qualified November 21, 1777.
 Talbot, Kader—First lieutenant and captain, in room of Captain James Nicholson, deceased.
 Tabb, John—Ensign in militia.
 Thompson, Henry—Ensign in militia.
 Tripp, ————Private in Captain Thomas Mathew's company.
 Taylor, Peter—
 Townsend, Job—Private in Captain Samuel Carr's company.
 Turner, John—Private in Captain Samuel Carr's company.
 Taylor, Thomas B.—Private in Virginia State line.
 Tankard, Dr. John—Surgeon.
 Thomas, Charles—Captain.
 Taylor, Peter—Private.
 Thomas, John—Captain in Virginia State Navy.
 Tumlin, James—Private.

V.

Veale, Samuel—Captain in militia, appointed April 16, 1784.
 Veale, Dennis—Captain in militia, in room of Captain John Brickell.
 Veale, Dempsey—Captain in militia.

W.

Williamson, Roger—Private in Captain Samuel Carr's company.
 Wyatt, Spivy—Ensign in militia, qualified July 21, 1785.
 Wilson, William, son of John—Captain in militia, qualified July 21, 1785.
 Wilson, William—First lieutenant in militia, appointed April 16, 1784.
 Woodward, Francis—Private in Captain William Hoffer's company, 1st Virginia Regt.

Watts, William—Private in Captain Thomas Bressie's company, 2d Virginia Regt.
 Woodward, John—Private in Captain George Vashan's company, died in service.
 Wornington, Abner—Private in Captain W. T. Cock's company, 35th Virginia Regt.
 Wilson, Lemuel—Captain in militia, qualified November 21, 1777.
 Willoughby, John—Captain in militia.
 Williams, Samuel—Ensign in militia.
 Willoughby, John—Private in Captain Samuel Archer's company of artillery.
 Wright, Patrick—Captain.
 Willey, John—Private in Captain Thomas Bressie's company.
 Wilcocks, John—Private in Captain Thomas Bressie's company.
 Wilson, John—Colonel and commander of the county militia.
 Wilson, Samuel—Sailing master in Virginia State Navy, died in 1806.
 Walker, Thomas—Captain.
 Woneycutt, Edward—Captain.
 Wakefield, William—Private.
 Wood, William—Pilot in Virginia State Navy.
 Wood, Allen—Pilot in Virginia State Navy.
 White, Archibald—Private in Captains Kelsie and Sharp's companies.
 Wilson, Willis—Colonel 4th Regiment Artillery, and lieutenant of the county in 1787; died September 11, 1798; buried in Trinity churchyard, Portsmouth.
 Wright, D.—Private in Continental line.

On January 1, 1776, Lord Dunmore bombarded Norfolk and set fire to the town. Thomas Talbot was one of the sufferers. The following is a copy of an old paper, detailing an estimate of the items of loss, showing a total of £3,308 (about \$10,000). The State of Virginia a little later on compensated his estate for this loss out of its treasury. The houses burned were situated in the business district of Norfolk, lying near the present Confederate monument, and the descriptions given below indicate the character and size of the structures then there:

One Brick store house two story high 38 by 26; three rooms below and three above stairs; Rooms all completely finished. The store and cellar windows were of Iron Bars.....	£ 350
One Brick two story house 32 by 19 two rooms and a passage below stairs; six 18-light windows in the lower Rooms and four 12-light closet windows; eight 12-light windows in the second floor and two rooms and a passage as also in the garret. A Kitchen of two rooms under the house	420
One store house 45 by 20 with a cellar.....	45

One wooden dwelling house 37½ by 25. Three rooms below stairs and two above. One room adjoining same Tennament 16 by 15.....	210	One other Brick two story 50 by 30 in the same manner compleated in every respect as the house last described with Kitchen, &c, &c.....	770
One Brick two story house 61 by 25. a store room at one end, two rooms and a passage below stairs besides the store room, 3 rooms and a passage above stairs, a cellar with three rooms under the house; a Kitchen for said house of brick 20 by 16.....	550	A small garden to each of the Tennaments.....	30
One brick house for two Tennants 40 by 17, two rooms below and two above stairs: This house stands next the house where Mr. Dunn formerly lived	110	Stable about 18 by 14 feet.....	20
One brick 2 story house 50 by 30 for two Tennants 3 rooms below and 3 above stairs at each end compleat with Kitchen, Cow-house, smoke-house, little House, &c for each.....	769	A necessary house to each dwelling.....	24
		One stable and shed.....	10
			£3,308

BRITISH PROPERTY CONFISCATED

By the State of Virginia and sold by order of the convention in the borough of Norfolk on the 8th of August, 1780:

BRITISH OWNERS.	PURCHASERS.	£	50,000
John Greenwood, 1 lot land.....	Martin Murphy	£	50,000
John Greenwood, ¼ lot land.....	Willis Wilson	1,500	
John Greenwood, ½ lot land	Tully Robinson	1,150	
Andrew Stevenson, ½ lot land	Chris. McConnico	300	
Thomas McKnight, 1 lot land	Richard Nester	8,300	
William Farrar, 1 lot land	Robert Barron	4,600	
William Farrar, 5 lots land	Chris. McConnico	8,500	
Benjamin Knight, 2 lots land.....	Robert Barron	6,100	
Andrew Sprowle	James Marsden	70,000	
Andrew Sprowle, 450 acres	William Skinner	40,300	
Andrew Sprowle, in Portsmouth, 1 lot No. 11.....	John Waddon	15,500	
Andrew Sprowle, in Portsmouth, 1 lot No. 12.....	John Morris	2,100	
Andrew Sprowle, in Portsmouth, 1 lot No. 29.....	Thos. Pearse	7,000	
Andrew Sprowle, in Portsmouth, 1 lot No. 24.....	Ed. Woneycott	3,000	
Andrew Sprowle, in Portsmouth, 1 lot No. 74.....	Hugh Brown	800	
Andrew Sprowle, in Portsmouth, 1 lot No. 197.....	Richard Barr	1,110	
Andrew Sprowle, in Portsmouth, 1 lot No. 198.....	James Maxwell	91,000	
Andrew Sprowle, in Portsmouth, 175 acres	Martin Murphy	1,200	
Robert Gilmour, 1 lot	James Marsden	4,000	
Robert Gilmour, 1 lot	Phillip Ritter	500	
Willoughby Morgan, 1 lot	William Plume	15,100	
James Campbell & Co., 7 acres	Sol. Shepherd	537	
James Campbell & Co., at Deep Creek, 150 acres.....	James Marsden	34,100	
Neil Jamieson, 1 lot land	Ferneta Jamieson	3,000	
Neil Jamieson, 93 acres	Joel Mohun	6,000	
Talbot Thompson, 1 lot	Richard Nester	30,000	
Thomas Applewhite, 1 lot	Robert Barron	2,200	
James Dunn, 1 lot	John Ross	4,100	
James Dawson, ½ lot	Thomas Calvert	3,550	
James Dawson, ½ lot	John Tabb	3,100	
James Dawson, ½ lot	James Maxwell	3,800	
Jonathan Eilbeck, 1 lot	John Kearnes	7,650	
Jonathan Eilbeck, 1 Negro, Sam	John Kearnes	2,000	
Jonathan Eilbeck, 1 Negro, Newport.....	John Kearnes	5,700	
Jonathan Eilbeck, 1 Negro, Toby	John Kearnes	1,800	
Jonathan Eilbeck, 1 Negro, Bob	John Tabb	800	
Jonathan Eilbeck, 1 Negro, James	John Tabb	3,800	
Jonathan Eilbeck, 1 Negro, Tamer	Soln. Talbot	3,000	
Jonathan Eilbeck, 1 Negro, Perry	Robert Elliott	950	
Josiah Hodges, in Portsmouth, 1 lot land	Nath. Boush	1,400	
Thomas Farrar, 3 lots land	Paul Loyall	200	
Thomas Farrar, 1 lot land	William Wilson	3,000	
John Cramond, 1 lot land	Tully Robbins	6,200	
John Cramond, 104 acres	James Marsden	33,500	
William Chisholm, 14 acres			

AND REPRESENTATIVE CITIZENS.

57

William Chisholm, 14 acres	James Marsden	£ 5,100
William Chisholm, 14 acres	John Heanes	4,300
William Chisholm, 14 acres	Robert Elliott	1,000
William Chisholm, 1½ lot land	John Ross	950
William Orange, ½ lot land	William Goodchild	8,500
William Orange, land	Paul Loyall	60,000
William Orange, land	James Langley	3,700
Jamieson Campbell and Calvert Co	William Plume	9,000
John Hardy, ½ lot land	Robert Elliott	1,000
John Hardy, ½ lot land	Nath. Boush	1,250
John Hardy, ½ lot land	Willis Brantley	1,050
John Hardy, ½ lot land	James Leitch	1,300
William Johnson Rysam, ½ lot land	Robert Barron	2,600
John Ballantine, 2 Negroes	Thomas Matthews	5,100
Collin Ray, in Portsmouth, land	John Kearnes	8,600
Collin Ray, in Portsmouth, land	John Kearnes	1,300
John Agnew, land	Thomas Matthews	6,500
John Agnew, land	Thomas Matthews	34,000
John Agnew, land	Charles Turner	3,100
John Agnew, land	Thorogood Keeling	2,800
Rogers Stewart, land	Samuel Davis	16,400
John Gooderich, Sr., land No. 6	Richard Nester	17,000
John Gooderich, Sr., land No. 7	Richard Nester	40,000
John Gooderich, Sr., 55 acres	John Kearnes	3,150
Robert Speddin, lot No. 9	John Kearnes	56,500
Robert Speddin, 20 acres	Richard Nester	3,700
Robert Speddin, Negro Man, Jonas	Thomas Matthews	7,000
James Miller, lot No. 27	Capt. Aaron Maladow	1,750
James Miller, land	George Dixon	9,000
James Miller, land	James Gaskins	3,400
Benjamin Bannerman, lot No. 40	Thomas Pearse	21,300
Benjamin Bannerman, lot No. 49	Ralph Pickett	1,800
Benjamin Bannerman, land	Paul Loyall	5,600
Benjamin Bannerman, land	George I. Hall	960
John Ewing, lot No. 61	George Kerr	10,100
William Rankin, lot No. 97	Isaiah Moody	4,500
Alex. Montgomery, lot No. 114	John Kearnes	4,500
John Gooderich, Jr., 3 acres	Robert Elliott	4,000
John Brown, 1 lot	Hugh Brown	3,400

BRITISH PROPERTY SOLD AUGUST 8, 1870, IN PORTSMOUTH.

George and John Bownes, lots No. 51, 52	Thomas Herbert	£ 25,000
George and John Bownes, lot No. 121	Story Wood	1,300
George and John Bownes, lot No. 122	James Gaskins	1,200
George and John Bownes, lot No. 131	Samuel Veale	950
George and John Bownes, 25 acres	Benjamin Culpepper	2,500
George and John Bownes, 5 acres and Negro, Jack	Thomas Matthews	7,100
George and John Bownes, Negro, Moses	Thomas Matthews	8,000
George and John Bownes, Negro, Mont	Thomas Matthews	1,000
George and John Bownes, 1 Cow, 1 Horse	Thomas Matthews	410

ST. BRIDE'S PARISH.

James Hodges, 180 acres	Sol. Shephard	2,200
William Orange, land	James Marsden	26,000
Andrew Sprowle, adjoining the distillery	Thomas Brown	000
Andrew Sprowle, adjoining the distillery	Paul Watlington	460
Andrew Sprowle, adjoining the distillery	Thomas Brown	900

The whole amount is stated as.....£ 946,480

(Note by Thos. B. Rowland.—The amounts in £ are so fabulous that I may construe it as in colonial depreciated currency, say \$3.33 to the £ or 6 shillings to the dollar; that, in my memory, was the count or calculation. Therefore, the £ sterling appearing in the foregoing lists is not to be regarded as being by any means equal to the £ sterling of the present day.)

DAUGHTERS OF THE AMERICAN REVOLUTION.

There are two chapters of the national society of the Daughters of the American Revolution in Norfolk county, the objects of which are: To perpetuate the memory and spirit of the men and women who achieved American independence, by the acquisition and protection of historical spots and the erection of monuments; by the encouragement of historical research in relation to the Revolution and the publication of its results; by the preservation of documents and relics, and of the records of the individual services of Revolutionary soldiers and patriots; and by the promotion of celebrations of all patriotic anniversaries.

To carry out the injunction of Washington in his farewell address to the American people,—“To promote, as an object of primary importance, institutions for the general diffusion of knowledge,” thus developing an enlightened public opinion and affording to young and old such advantages as shall develop in them the largest capacity for performing the duties of American citizens.

To cherish, maintain and extend the institutions of American freedom; to foster true

patriotism and love of country, and to aid in securing for mankind all the blessings of liberty.

Great Bridge Chapter, Norfolk, Virginia.

The officers of the chapter elected at its organization were: Mrs. Hugh Nelson Page, regent; Mrs. Richard Walke, vice-regent; Mrs. Littleton Waller Tazewell, treasurer; Mrs. Philip Edward Yeatman, recording secretary; Miss Blanche Baker, corresponding secretary; Mrs. LeRoy Hamilton Shields, historian; Mrs. John Graham, registrar; and Rt. Rev. Alfred M. Randolph, chaplain.

Fort Nelson Chapter, Portsmouth, Virginia.

The officers of the chapter elected at its organization in 1896 were: Mrs. Charles R. Nash, regent; Mrs. James C. Cresap, vice-regent; Miss Lucy M. Wright, recording secretary; Miss Esther M. Wilson, corresponding secretary; Mrs. Alexander B. Butt, treasurer; Mrs. James F. Maupin, registrar; and Mrs. Charles T. Parrish, historian.

CHAPTER IV

MILITARY HISTORY OF THE COUNTY—Continued

PERIOD OF PEACE SUCCEEDING THE REVOLUTION—ENGLAND'S HOSTILE ACTS TOWARD OUR COMMERCE AND COAST BRING THE WAR OF 1812—BRITISH FLEET IN HAMPTON ROADS—DEPREDACTIONS—BATTLE OF CRANEY ISLAND—THE MEXICAN WAR.

PERIOD OF PEACE.

Great Britain had conquered the Canadas from France in 1760, and had for long years previously endeavored to obtain the possession of the Province of Louisiana and the control of the Mississippi River. France, aware of England's designs, made a secret treaty with Spain in 1763 and turned over the province to the Spanish authorities, with the agreement that Spain should make a retrocession whenever called for. After a period of nearly four decades Spain made a recession of Louisiana, in 1801, back to France, and in view of the war with England, Napoleon Bonaparte, on April 30, 1803, sold and ceded to the United States for the small sum of about \$15,000,000 the Province of Louisiana, a vast territory now consisting of 15 States of this Union. On December 20, 1803, the tricolored flag was hauled down at New Orleans and replaced by the stars and stripes. Thus were the cherished hopes of England again foiled.

In 1804 the British frigate "Cambrian," Captain Bradley, entered the harbor of New York with other cruisers, seized one of our merchant vessels, just arrived, and impressed and carried off a number of her seamen and

passengers. In 1806 three British ships of war boarded and burned the French ship "Impetueux," of 74 guns, which had run aground on the coast of North Carolina, a few hundred yards from the shore. Our coasting vessels were frequently fired upon, and in certain instances some of the crew killed. Captain Douglass, of the "Leopard," subsequently blockaded the port of Norfolk, obstructed citizens in their ordinary communication between that and other places, and, in fact, besieged the city on the land side.

THE WAR OF 1812.

For all these hostile acts of violence on our commerce and coast, in violation of the laws of neutrality, England refused to give any satisfaction or make any reparation or apology. Finally these outrages culminated in 1807 by the attack of His Britannic Majesty's ship "Leopard" on the American frigate "Chesapeake" off the capes of Virginia, which after five years of diplomatic negotiation determined President Madison to send a war message to Congress, and soon after, June 18, war was formally declared.

The President's manifesto declared that

the reasons for war were British excesses in violating the American flag on the great highway of nations; the impressment of American seamen; the harassing of American vessels as they were entering their own harbors, or departing from them, and wantonly spilling the blood of the citizens of America within the limits of her territorial jurisdiction; the issuing of orders by which the ports of the enemies of Great Britain were blockaded, and not supporting these blockades by the adequate application of fleets to render them legal, and enforcing them from the date of their proclamation, in consequence of which American commerce had been plundered on every sea, and her products cut off from legitimate markets; the employing of secret agents to subvert the government and dismember the Union; and finally, the encouragement of the Indian tribes to hostility. The war lasted until 1815, although the treaty of peace was concluded December 24, 1814. The country after a period of 30 years of peace was not prepared for war and consequently suffered the disgrace and humiliation of the capture and destruction of its capital by the enemy. Norfolk county was again agitated by the war and constantly menaced by the powerful fleets of Great Britain. On the 22d of June, 1813, they made an attempt to capture or destroy our towns by an attack on Craney Island, but were gallantly repulsed by our soldiers and sailors, which saved Norfolk and Portsmouth from destruction.

On the 5th day of February, 1813, Admiral Warren's fleet was anchored in Lynnhaven Bay and all the ports and harbors of Chesapeake Bay were declared in a state of strict and vigorous blockade. It was reported that they had landed at Cape Henry for the purpose of procuring wood and water, and there was great alarm and consternation throughout all the tide-water section of Virginia. The Governor ordered out 3,000 men, and the legislature voted \$300,000 for the means of immediate defense.

On the 16th of February there were five

frigates in the bay and one stationed at the entrance of the capes to prevent the possibility of vessels coming in or going out, and the Americans were making active preparations to meet any attack that might be attempted on Norfolk and Portsmouth. The "Constellation" lay between the forts and these cities in fighting trim, and 18 gunboats were arranged in line half a mile from Craney Island. Everything was in martial order here. Scouting parties, look-out and watch-boats were so thick on the river that a cockle shell could not have come up the river without discovery. There was so much confidence in the ability of our forces to defeat any assault of the enemy, it was proposed to send eight or 10 gunboats down and attack the British frigate anchored in Hampton Roads.

The schooner "Lottery," Captain Southcomb, bound from Baltimore for France, in going out of the bay was discovered by the squadron. The British immediately manned and dispatched their boats and a pilot-boat after her, and, it being calm, succeeded, after a desperate action, in capturing the schooner. A number of men were killed and wounded in the boats, and Captain Southcomb and two of his men were severely wounded. The brave captain soon died of his wounds. A flag of truce dispatched on a pilot-boat to the fleet for the remains of Captain Southcomb was brought up with the following letter from Captain Byron, of the British ship "Belvidera," to Capt. Charles Stewart, of the "Constellation."

"BELVIDERA," LYNNHAVEN ANCHORAGE, FEB. 15, 1813.
SIR:—

I received your letter of this morning by Dr. Ray. The unfortunate and gallant Captain John Southcomb expired this morning. It will be satisfactory in some degree to his widow to know he had truly a religious sense of his situation, lately delirious, without the excess of pain that might have been expected. Capt. Gould and his steward have taken charge of his effects: his body will be placed in the cartel, as soon as the coffin can be prepared. The two wounded men, at their own request, went up in the former cartel, which I am sorry to hear got on shore. I am extremely flattered with the part of your letter thanking me for attentions and humanity to the unfortunate, which gives

me the most perfect assurance of the generous feelings of Captain Stewart.

I have the honor to be, Sir, with great respect,
Your obedient servant,

R. BYRON.

The officers of the "Belvidera" spoke in terms of the highest commendation of the gallant manner in which the "Lottery" was defended, and in Captain Byron her unfortunate commander found a brave, a generous and a humane enemy. Every means was essayed to administer comfort to him while he lived; nor would the chivalrous Byron suffer his body, when lifeless, to be removed until he had enclosed it in a neat mahogany coffin which he had ordered to be made for the occasion.

When the flag of truce bearing the corpse departed minute guns were fired on board the "Belvidera," and her colors were lowered to half-mast.

Such sensibility, such noble, generous conduct to a fallen enemy gave Captain Byron a more conspicuous niche in the temple of fame than the achievement of a great victory could entitle him.

Captain Southcomb's remains were interred in Norfolk with the honors of war, which burial was attended by the officers and crew of the frigate "Constellation."

On the morning of the 9th of March, 1813, there was great excitement in Norfolk and Portsmouth and every man was under arms in consequence of the enemy's squadron receiving a reinforcement the previous night. Their boats were constantly passing and re-passing between the different ships, and occasionally they would take soundings up the channel which induced the belief of an immediate attack by land and sea. Both forts were well manned and the men were busily engaged heating shot. Every exertion was made to repel the enemy. Many women and children left the towns and fled to the country. The court records were moved to a place of safety by the clerk and both communities were stripped for the fight; but the squadron did not then attack, only taking a position in Hampton Roads so as to effectually cut off

communication with Petersburg and Richmond. The ships only remained in this position until the 22d of March, when they got under way and returned to Lynnhaven Bay; the "Dragon," of 74 guns, was the nearest to the Roads, being anchored off Willoughby's Point,—this movement was doubtless made as a base for the expeditions sent up the Rappahannock River.

On the 18th of June, Commodore Cassin, commanding the American fleet in the Elizabeth River, detached Captain Tarbell with 15 gunboats to attack the British frigate "Junon" anchored in the bay. It being perfectly calm, the gunboats had an excellent opportunity of proving their utility in smooth water. The attack lasted an hour and a half, in which time the enemy was so severely handled that she would have been compelled to strike her colors had not a breeze sprung up, when two other frigates coming to her assistance compelled the gunboats to withdraw. Abram Allison, a master's mate, was the only person killed on board the gunboats. Commodore Cassin, in his report to the Secretary of the Navy, dated June 23, 1813, at Navy Yard, Gosport, says:

SIR:—

On Saturday at 11 P. M. Captain Tarbell moved with the flotilla under his command, consisting of fifteen gun-boats in two divisions, Lieut. John M. Gardner first division, and Lieut. Robert Henly the second, manned from the frigate, and fifty musketeers, which General Taylor ordered from Craney Island, and proceeded down the river; but adverse winds and squalls prevented his approaching the enemy until Sunday afternoon at 4 P. M. when the flotilla commenced a heavy galling fire on a frigate at about three-quarters of a mile distance, lying well up the Roads, two other frigates lying in sight. At half-past four a breeze sprung up from E. N. E. which enabled the two frigates to get under way, one a razee or very heavy ship, and the other frigate, to come near into action.

The boats in consequence of their approach hauled off, though keeping up a well-directed fire on the razee and other ship, which gave us several broadsides. The frigate first engaged, supposed to be the "Junon," was certainly very severely handled—had the calm continued one half hour, that frigate must have fallen into our hands or been destroyed. She must have slipt her mooring so as to drop nearer the razee, which had all sails set coming up to her with the other frigate. The action continued one hour and a half with the three ships. Shortly after the action, the razee got alongside

of the ship, and had her upon a deep career in a little time with a number of boats and stages around her. I am satisfied considerable damage was done to her, for she was silenced some time, until the razees opened her fire, when she commenced again. Our loss is very trifling. Mr. Allison, master's mate on board No. 139, was killed early in the action by an 18-pound ball, which passed through him and lodged in the mast. No. 154 had a shot between wind and water. No. 67 had her franklin shot away and several of them had some of their sweeps as well as their stantions shot away—but two men slightly injured by the splinters from the sweeps. On the flood tide several ships of the line and frigates came into the Roads and we did expect an attack last night. There are now in the Roads thirteen ships of the line and frigates, one brig and several tenders.

I cannot say too much of the officers and men on this occasion, for every man appeared to go into action with so much cheerfulness, apparently, to do their duty, resolved to conquer. I had a better opportunity of discovering their actions than any one else, being in my boat the whole action.

I have the honor to be, etc.,

JAMES CASSIN.

On the morning of June 22 the British fleet under command of Vice-Admiral Cockburn made a vigorous and desperate attack on Craney Island. The batteries were manned with troops stationed on the island and a detachment of sailors commanded by officers of the "Constellation," who opened a heavy fire which compelled the enemy to retreat with great loss. Three barges were sunk—one was captured with 18 men on board belonging to a foreign regiment. Our officers, soldiers, sailors and marines exhibited the utmost coolness and enthusiasm.

The following is the official report of the battle by Commodore Cassin, Commandant of Navy Yard:

NAVY YARD, GOSPORT, June 23, 1813.

SIR:—

I have the honor to inform you that on the 20th, the enemy got under way, in all 13 sail, and dropped up to the mouth of James River, one ship bearing a flag at the mizzen. At 5 p. m. they were discovered making great preparation with troops for landing, having a number of boats for the purpose. Finding Craney Island rather weak manned, Captain Tarbell directed Lieutenants Neale, Shubrick and Saunders, with 100 seamen on shore, at 11 A. M. to a small battery on the N. W. point of the Island. Tuesday 22nd, at the dawn the enemy were discovered landing round the point of Nansemond River, said to be 4,000 troops; and at 8 A. M. the barges attempted to

land in front of the Island, out of reach of the shot from the gun-boats, when Lieutenants Neale, Shubrick and Saunders, with the sailors, and Lieutenant Breckinridge with the marines of the "Constellation," 450 in number, opened the fire, which was so well directed, that the enemy were glad to get off, after sinking three of their largest boats. One of them called the "Centipede," Admiral Warren's boat, 50 feet in length, carried 75 men, the greater part of whom were lost by her sinking. Twenty soldiers and sailors were saved, and the boats hauled up. I presume there were 40 tell back in the rear of the Island and commenced throwing rockets from Mr. Wise's houses; when gun-boat 67 threw a few shot over that way, they dispersed and went back.

We have had all day deserters from the army coming in: I have myself taken in 25, and eighteen prisoners belonging to the "Centipede."

The officers of the "Constellation" fired their 18-pounder more like rifle men than artillerists. I never saw such shooting, and seriously believe they saved the Island. In the evening their (the enemy's) boats came around point Nansemond, and at sunset were seen returning to their ships full of men. At dusk they strewed the shore along with fires, in order to run away by the light.

I have the honor to be, etc.,

JOHN CASSIN.

THE HON. WILLIAM JONES,

Secretary of the Navy.

The British troops under Sir Sidney Beckwith landed on the east side of Hoffer's Creek, which is the dividing line between Nansemond and Norfolk counties, marched up, took possession of Captain Wise's residence, and threw up rockets as mentioned by Commodore Cassin. They plundered the house and carried off nearly all the property on the premises. This house is now standing and is owned by Mr. Ballard. Capt. George D. Wise was then the owner.—in fact he owned all the land from Hoffer's Creek to, and including, Craney Island. He was a captain of militia and was probably on duty at the time his house was pillaged. He was the first Wise who emigrated from the Eastern Shore to Norfolk County, and his descendants, Capt. William F. Wise and John S. Wise, are resident and prominent citizens of the Western Branch.

Forrest's History says: "On this memorable day (June 22nd, 1813), Craney Island was attacked by the British, and defended in a manner that reflected lasting honor upon the noble band of heroes who took part in

that important battle, as well as upon the State and country at large. It was indeed a brilliant affair. The cool deliberation and mature judgment; the bravery and enthusiasm which were so strikingly manifested on the occasion by our comparatively small force, and the complete success of the day, all united to render this battle one of the most decisive and victorious that occurred during the war.

"Craney Island lies about five miles from Norfolk, commanding the inward approach from Hampton Roads; and on its defense depended the safety of the borough, as well as Portsmouth and the surrounding country. The splendid repulse of the enemy there doubtless prevented a more severe and bloody conflict, if not an exhibition of inhumanity and barbarity similar to that which took place at Hampton shortly after this engagement.

"The fortifications of this small island were ordered by Maj.-Gen. Wade Hampton, during his command of this district, and the works were executed under the direction of Colonel Armistead. The enemy's fleet had come up to Newport News on the 21st and was soon in readiness to cover the intended attack of the boats the following day. The British presented a very formidable and imposing array. There were about twenty vessels, consisting of seventy-four, frigates and transports, and an armed force of about 4,000 men.

"A small battery was erected by the Virginians on the Island, and mounting one 18-pounder, two 24-pounders, and four 6-pounders. Our force consisted, principally, of about 400 militia men, one company of riflemen, and two companies of light artillery, one of which was commanded by Capt. Arthur Emmerson, of Portsmouth. * * * Gen. Robert B. Taylor, the commanding officer of the district at this time, increased this small force by a detachment of 30 men from Fort Norfolk, commanded by Capt. Pollard, of the U. S. Army, Lieutenant Johnson, of Culpepper, and Ensign A. Atkinson, of Capt. Hamilton Shield's company of riflemen, from Isle of Wight, with about 30 volunteers, were also added, by order

of the chief officer. Lieutenants Neale, Shubrick and Saunders, with about 150 seamen, also joined our force, by the direction of Captain Tarbell, of the U. S. Ship 'Constellation,' then at the naval anchorage, and they acted a brave and noble part in the battle. * * * Captain Emmerson and Lieut. Thomas Godwin each commanded a 24-pounder, and the 18-pounder was commanded by Captain Rooke, who was at this time master of a merchant ship—the 'Manhattan' of New York—then at anchor in our harbor. * * * These three pieces of ordnance were served by men from the 'Constellation.'

"Lieutenant Howle, Sergeants Young and Livingston, and Corporal Moffatt, separately commanded the 6-pounders, at which was stationed the artillery company of Portsmouth. The whole force concentrated at the Island was in command of Colonel Beatty, assisted by Majors Wagner and Faulkner. * * *

About 2,600 of the British troops landed at a distance of two miles below the Island, and the action was commenced by that division of the enemy's force. * * * Congreve rockets were thrown upon the Island, from a house on the mainland, within cannon shot of our battery, and owned by Capt. George Wise. * * *

Captain Rooke, who was nearest this point, was ordered to fire into the house, the view of which was partially obstructed by a thick growth of trees. * * * A brisk fire of grape and canister-shot was immediately opened upon it; and such was the precision with which the guns were served, that the British were completely routed, with a loss of many killed and wounded; among the former two of the officers. * * *

The 18-pounder, served as it was with extraordinary rapidity, and aimed with unerring precision, dealt death and destruction at every fire. * * * Meanwhile the enemy was approaching the Island with 50 barges filled with soldiers to the number of 1,500, advancing in regular column-order, led on by the Admiral's boat of 24 oars, and 52 feet long with a brass 2-pounder in her bow. * * * When Captain Emmerson supposed that they

were near enough to be reached by his 24-pounder, he cried out, in a loud, stern voice, *'Now, boys, are you ready?'* and the quick response was *'We are ready.'* *'Fire!'* rejoined the brave and enthusiastic Captain; and the battery forthwith opened upon them a dreadful fire of grape and canister. * * * The foremost boats advanced, however, until they grounded, when so quick and galling was the fire, that they were thrown into the greatest confusion, and forthwith commenced a hasty retreat. * * * Four or five of the boats were sunk, one of them the Admiral's barge; and many others were so shattered that it was with difficulty they were kept afloat."

The report of the battle of Craney Island was made to the British Admiralty office by Admiral the Right Honorable Sir John Borlase Warren, Bart. and K. B., commander in chief of His Majesty's ships and vessels on the American and West Indian Station:

SAN DOMINGO, HAMPTON ROADS.
CHESAPEAKE, JUNE 24TH, 1813.

SIR:—

I request you will inform their lordships, that from information received from the enemy's fortifying Craney Island, and it being necessary to obtain possession of that place to enable the light ships and vessels to proceed up the narrow channel toward Norfolk, to transport the troops over on that side for them to attack the new fort and lines in rear of which the "Constellation" frigate was anchored. I directed the troops under Sir Sidney Beckwith to be landed upon the continent within nearest point to that place, and a reinforcement of seamen and marines from the ship; but upon approaching, the island itself being fortified with a number of guns and men from the frigate and the militia, and flanked by 13 gun-boats, I considered in consequence of the representation of the officer commanding the troops of the difficulty of their passing over from the land, that the persevering attempt would cost more men than the number with us would permit, as the other forts must have been stormed before the frigate and dock yard could be destroyed; I therefore ordered the troops to be re-embarked.

I am happy to say the loss in the above affair (returns of which are enclosed) has not been considerable, and only two boats sunk.

I have to regret, that Captain Hanchett of His Majesty's Ship "Diadem," who volunteered his services, and led the division of boats with great gallantry, was severely wounded by a ball in the thigh.

The officers and men behaved with much bravery, and if it would have been possible to have got at the

enemy, I am persuaded would have soon gained the place.

I have the honor to be, etc.,

JOHN BORLASE WARREN.

J. W. CROKER, ESQ.

A general return of killed, wounded and missing in the affair near Craney Island June 22d, 1813. Total 3 killed, 8 wounded, 52 missing.

SIDNEY BECKWITH, Q. M. G.

The negro stealing of some of the British, and the cruel manner in which they tore them away from their homes aroused general indignation. Captain Lloyd of His Majesty's Ship "Plantagenet" was notorious in this infamous warfare.

The *Norfolk Herald* of that day commenting on negro stealing said: "Since the war it has been our lot to notice many acts of our enemy, perpetrated in direct violation of the laws of nations and of civilized usage. This has been as much a subject of regret as indignation with us. The customary evils of war are sufficient scourges for the human race, but to aggravate them, and that without the shadow of an excuse, is abominable. The mode of warfare pursued by the enemy in the Chesapeake, has been ignoble and highly reprobatory, particularly as relates to the kidnapping of negroes.

"If negroes desert from their masters and fly to the enemy, it is no fault of the enemy if he keeps them; but to go on shore and take them away by force is a most unjustifiable proceeding. To take cattle, or other stock, would be consistent with the usage of civilized warfare; but to take negroes, who are *human beings*; to tear them forever from their kindred and connections, is what we should never expect from a *Christian* nation, especially one that has done so much to abolish the "Slave Trade." There are negroes in Virginia, and we believe in all the Southern States, who have their interests and affections as strongly engrafted in their hearts, as the whites, and who feel the sacred ties of filial, parental and conjugal affection, equally strong, and who are warmly attached to their owners and scenes of their nativity. To those no inducement which

the enemy could offer would be sufficient to tempt them away. To drag them away, then, by force, would be the greatest cruelty. Yes, it is reserved for England, who boasts of her religion and love of humanity, to practice this piece of cruelty, so repugnant to the dictates of civilization."

SOME SOLDIERS OF THE WAR OF 1812.

Edward Moreland, private in Captain Shield's company.
Jonathan Harrison, corporal in Captain McDonald's company.
Benjamin Spratley, lieutenant in Colonel William Sharp's command.
Alexander Stewart, private in Captain Grimes' company.
William Langhorne, soldier.

The muster roll of a company of militia infantry,—attached to the 30th Regiment of the third requisition from the State of Virginia, commanded by Maj. Dempsey Veale and mustered into the service of the United States at the camp near Fort Nelson on the 26th day of April, 1813,—which was engaged in battle of Craney Island, is given as follows:

John Hodges, captain.
Tully R. Wise, lieutenant.
Kaler King, ensign.
Thomas Blunt, sergeant.
William Bruce, sergeant.
Richard Carney, sergeant.
Thomas Carney, sergeant.
Solomon Creech, sergeant.
Josias Eastwood, sergeant.
John Wainwright, sergeant.
Samuel Rose, corporal.
Samuel Ross, corporal.
William Pearce, corporal.
George Foskey, corporal.
James Taylor, corporal.
William Orton, corporal.
William Aswell, private.
Thomas Andrews, private.
Henry Best, private.
David Bowers, private.
Henry Consaul, private.
Daniel Clemons, private.
William Deans, private.
Edward Etheredge, private.
George Etheredge, private.
Richard Etheredge, private.
Samuel Freeman, private.
Thomas Hadley, private.

Thomas Hollowell, private.
Thomas Hobgood, private.
James Hobgood, private.
William Harris, private.
David James, private.
Theophilus Ives, private, promoted corporal.
David Ives, private, promoted corporal.
Thomas King, private.
Kelly King, private.
Arnold Kigg, private.
John Love, private.
Stephen McPherson, private.
John Miller, private.
Jeremiah Murden, private.
Robert Manning, private.
Willis Manning, private.
William Miars, private.
Joel Miars, private.
Thomas Nash, private.
Thomas K. Orton, private.
Daniel Peake, private.
Samuel Powell, private.
Stephen Ross, private.
Jesse Taylor, private.
Thomas C. Tucker, private.
Thomas Taylor, private.
Richard Taylor, private.
George Wright, private.
William Wallace, private.
Caleb Ward, private.

Capt. John Hodges was elected on joint ballot of both Houses of the General Assembly, brigadier-general of the Ninth Brigade in the Fourth Division of the militia of the Commonwealth and commissioned by Gov. John Tyler on the 7th day of January, 1826.

There were in the War of 1812, 155,364 soldiers,—the South furnished 96,812 and the North 58,552.

THE MEXICAN WAR.

Excepting Indian hostilities, there was a period of peace in the United States from 1815 to 1846 when the war with Mexico began. Although the seat of war was far away, it fired the Southern heart and the soldiers from "Dixie" nearly doubled the Northern soldiers who went to subdue Mexico. The South furnished 43,630 and the North only 23,054 men.

A meeting was called in Ashland Hall, Norfolk, on the 16th day of December, 1846, at which eloquent speeches aroused enthusiasm and a volunteer company of young men was or-

ganized. O. E. Edwards was elected captain. The services of this company were first tendered to the Governor of Virginia, who declined them, then they were tendered to the Governor of North Carolina, who also refused them; but finally the general government accepted their offer and they embarked from Fort McHenry, Maryland, on the 27th of March, 1847, for Mexico. The company was assigned a howitzer battery and fought with great gallantry at the National Bridge and other places. After the return of Captain Edwards to Norfolk, his fellow citizens presented him with an elegant sword for his gallant and meritorious conduct.

Portsmouth also sent a volunteer company to Mexico. It was assigned as Company F, First Regiment Virginia Foot, Col. John F. C. Hantramch, Lieutenant-Colonel Randolph and Maj. Jubal A. Early. The following is the muster roll made in Mexico April 30, 1848, and certified by Capt. W. S. Duggan, Captain North Carolina Volunteers, Acting Inspector General.

John P. Young, captain.
 John K. Cooke, first lieutenant.
 Edward T. Blamire, second lieutenant.
 William M. Levy, third lieutenant.
 John Lappin, first sergeant.
 Joseph H. James, second sergeant.
 Eugene D. Council, third sergeant.
 Francis L. Benson, fourth sergeant.
 John Mesley, first corporal.
 Nathaniel Dyes, second corporal.
 Henry Webster, third corporal.
 Sparrell Jones, third corporal.
 Aldrich, W. M., private.
 Benton, Jesse, private.
 Bigham, James S. A., private.
 Burdine, John, private.
 Barnes, John, private.
 Butt, James W., private.
 Catterson, James, private.
 Callaghan, Thomas, private.
 Cohen, Louis, private.
 Cherry, William, private.
 Creckmur, Charles J., private.
 Callis, Baily, private.
 Cook, Charles, private.

Donnell, John S., private.
 Forbes, John, private.
 Grimes, Joshua, private.
 Grimes, James, private.
 Gayle, Benjamin, private.
 Hawkins, Nathaniel B., private.
 Howell, Richard S., private.
 James, William D., private.
 Johnson, Richard E., private.
 Lamb, Samuel, private.
 Lawrence, Christopher, private.
 McCready, Jeremiah, private.
 Manning, William W., private.
 Miller, Samuel W., private.
 Morse, Daniel, private.
 Norfleet, Christopher, private.
 Orton, George W., private.
 Overly, John W., private.
 Pitts, Virginus L., private.
 Parker, F. W., private.
 Reed, William, private.
 Reynolds, Samuel, private.
 Richardson, George W., private.
 Rawlins, Edward, private.
 Shelling, John, private.
 Spratt, James W., private.
 Spencer, John, private.
 Turner, Henry, private.
 Tottin, Samuel, private.
 Tabb, A. G., private.
 Whitson, James, private.
 White, William, private.

SOME SAILORS OF THE MEXICAN WAR.

R. L. Page, captain.
 W. L. Rodgers, captain.
 R. B. Pegram, captain.
 David B. Park, sailing master, U. S. S. "St. Marys."
 William Whitehead, boatswain, U. S. S. "Mississippi."
 G. A. Creiger, apothecary.
 James F. Milligan, officer (rank not known).
 Hugh McKay, officer (rank not known).
 Daniel Knowles, officer (rank not known).
 John Gillis, officer (rank not known).
 John Smith.
 Charles Evans.
 Christian Johnson.
 James Ray.
 Edward Hart.
 John Owins.
 John G. Orphelia.
 John Johnson.
 John Adams.
 Samuel Stansbury.
 Lindsay Pugh.
 Marcellus George.
 Isaac Rosthentoll.

CHAPTER V

MILITARY HISTORY OF THE COUNTY—Continued

EVENTS LEADING UP TO SECESSION—ABANDONMENT AND DESTRUCTION OF THE NAVY YARD BY THE FEDERALISTS—OCCUPATION OF THE NAVY YARD BY VIRGINIA—FORTIFICATION OF APPROACHES TO THE HARBOR—BATTLE OF SEWELL'S POINT—DEVOTION OF THE CONFEDERATE WOMEN.

EVENTS LEADING UP TO SECESSION.

The military spirit of Norfolk County was re-aroused by the invasion of Virginia by John Brown.

Every good citizen was moved by the inspiration of patriotism; old and young were willing and anxious to take up arms to maintain the peace and dignity, and protect the honor of this old Commonwealth.

Our volunteer companies were called to frequent drills and new military organizations were formed and equipped for service. The indignation of the people was stirred from its depths and all were ready to avenge the affront in martial ranks.

The Republican candidate was elected President of the United States in the fall of 1860 on a platform highly obnoxious to the Southern people inasmuch as it proposed to restrict their rights and violate the fundamental law. At the time of the adoption of the Articles of Confederation, under which the War for Independence was waged, slavery existed in all the States that were parties to that compact. The legal right to property in slaves was not denied, but as the Republicans considered slavery morally wrong, they were will-

to violate the Constitution by restricting slavery to certain limits and by prohibiting its introduction into the territories, which were the common property of all the States of the Union. "The fervid phraseology of the period is essentially deceptive, and has done much to confuse the perceptions and mislead the sympathies of the world with the struggles of the South for equality of rights within the Union, and for security with independence by secession. No charge was more unjust, for example, than the accusation that the South sought the 'extension of slavery' when it insisted on equal rights in the territories. The question was merely whether the slaveholder should be permitted to go with his slaves into territory into which the non-slaveholder could go with *his* property of any sort. It was simply a question of the dispersion of slaves rather than of the 'extension of slavery.' Removal is not extension." If the rights and privileges of the citizens of the Southern States could be curtailed and denied in this particular, why not in any other? Principle was the thing at stake and not slavery or the extension thereof. The very foundation of the Union would be uprooted, the sovereignty and equality of the States lost if submission to this "Republican"?

doctrine was endured. Honor could dictate no other course for the Southern States than separation, in peace if possible, by war if essential to maintain principle and honor.

South Carolina seceded from the United States for this great fundamental principle in December, 1860, and was soon followed by the other extreme Southern States.

They formed a Confederacy and established their capital at Montgomery, Alabama, with Hon. Jefferson Davis as Provisional President.

THE CONFEDERATE WAR.

Most of the Federal military posts within these Confederate States were surrendered to the provisional government; but the commander of Fort Sumter in Charleston Harbor refused to capitulate. General Beauregard in command of the Confederate forces there prepared to force its surrender; but not until a Federal fleet was ordered to relieve Fort Sumter did he open his guns upon it. This fired the Northern heart. Fort Sumter after a vigorous bombardment from the Confederate forts surrendered and preparations for war were begun most vigorously on both sides.

Lincoln issued his proclamation calling on the States for 75,000 troops to conquer the Confederacy and *then* our Virginia State Convention, with its large majority in favor of the Union, passed the ordinance of secession.

Virginia made every endeavor for peace and the preservation of the Union upon the just principles that our fathers established; but Lincoln scorned her appeals and forced the South to enter into a war for self-defense and justice.

Here in Norfolk County, war's excitement and rush held high carnival, when the link which bound Virginia to the Union was severed. On and during the 20th day of April, 1861, the greatest excitement prevailed among the people of Norfolk and Portsmouth. All the military companies in Portsmouth were on that day called out by the State commander

and during the night of that day were stationed and picketed in small squads at various points around and near the Navy Yard. The entire county was excited, and on every hand arrangements of a warlike nature were being made for the sectional strife, which then it was apparent was imminent. On the day and night of the 20th of April, obstructions were being placed in the Elizabeth River leading to the harbor for the purpose of preventing the ingress of vessels and the departure of the United States war vessels then in the harbor. About midday the gates of the Gosport Navy Yard were closed to all outsiders, and heavily guarded by United States marines. During the day the marines, sailors and attaches of the United States Navy on the vessels moored at the wharves within the yard could be seen destroying small arms, and throwing them overboard into the river.

On the evening of that day, about dark, the United States steamer "Pawnee" came steaming into the port from the city of Washington, with a large number of marines, sailors and soldiers on board. She came in with banners flying and a band of music playing the national airs, her guns loaded and run out of their ports. She proceeded to the Navy Yard, and immediately disembarked the marines, sailors, soldiers and their officers, and soon there began a general commotion in the Navy Yard, caused by the removing of valuable materials therefrom, and the destruction of cannon and other articles which could not be removed from the Navy Yard. This commotion, removal and destruction continued during the entire night and shortly before daylight of the 21st, when all the marines, sailors, soldiers, officers and every person within the yard except one or two who made their escape therefrom during the night, were taken aboard the "Pawnee" and the sail frigates "Constitution" and "Cumberland." The "Pawnee," with the latter two vessels in tow, then departed, and proceeded unmolested to Fortress Monroe. Simultaneously with the departure of these vessels, the ship-house and other buildings in the Navy Yard,

and also all the other vessels left at the wharves of the yard and anchored in the stream, were fired by the United States forces, and all were consumed with great rapidity. Soon the fire was communicated from the ship-house to the main entrance government buildings, and from there to many wooden buildings in the city on Lincoln street which were entirely destroyed. They also attempted to blow up the stone dry-dock, but the fuse failed to ignite and this valuable work was saved for the Confederacy. The local soldiers and citizens after the Navy Yard was abandoned were actively engaged in work on fortifications until a cordon of earthworks embraced the twin cities. Forts were constructed on Craney Island, at Boush's Bluff, Lambert's Point, Sewell's Point, Pinner's Point; and Fort Nelson of Revolutionary fame again bristled with great guns. The infantry companies were drilled in heavy artillery tactics; and manned these new forts. Troops came from other sections of Virginia, from Georgia, from Louisiana; and the Old North State, true to her Revolutionary traditions, again sent her soldiers to help Virginia.

The following report of Maj.-Gen. William B. Taliaferro, of the Virginia Provisional Army to the Governor of Virginia regarding military movements in Norfolk County and Gosport Navy Yard, dated, Richmond, Virginia, April 23, 1861, gives a detailed statement of the exciting events:

SIR:—I have the honor to report that in obedience to your orders I proceeded to Norfolk on the night of the 18th instant, to assume command of such troops of the State as should be ordered into service at that point, and to determine what course should be pursued with reference to the existing difficulties at that place. I was accompanied by Captain Pegram, of the Navy of Virginia, who had been ordered by you to co-operate with me in all necessary naval operations. I reached Norfolk on the morning of the 19th inst., and found the city in a state of great excitement, which had proceeded to such an extent that in a meeting of the citizens the affairs of the town had been committed to the management of a committee of safety, composed of some of the most respectable and intelligent citizens.

The cause of this excitement was the inauguration of certain demonstrations against the Washington Government by the sinking of ships in the harbor by citizens

of the town in the channel of the river, some nine miles below the city, thus attempting to prevent the egress of the vessels of war from the harbor.

I found the military force of the city, none of which had been called into service, to consist of a battalion of volunteers and a few detached companies, in all numbering not a great deal over 300 men, and the force of the town of Portsmouth to consist of a regiment of volunteers of about the same strength.

The militia of the two towns were without arms, and there was no naval force in the State service to co-operate with me. The only artillery consisted of a few 6-pounder field-pieces.

The harbor of Norfolk and approaches thereto were entirely unprotected against attack from Federal vessels. There were no works in condition at Craney Island, Fort Norfolk, or any point commanding the main channel, and even had their works been in perfect preservation we had no heavy ordnance with which to make them available. On the east, fronting the sea and Lynnhaven Bay, the city was open to attack by a force landing at those points, and a large force had already reinforced Fort Monroe and might at any time menace the city from that direction.

On the other hand, the Navy Yard, occupying an area of 90 acres, and fronting upon Elizabeth River, whilst it was garrisoned by only a small force of marines, and protected on the land side by a trifling brick wall, was commanded and covered entirely by the ships of war stretched out along the river, their heavy batteries bearing upon all parts of it. These ships had springs upon their cables with which to maneuver, had netting with which to resist boarding, and were using every precaution of guard boats, sentries, etc., to prevent surprise.

The force on the ships and in the yard was about 600 men, but there was another element of the numerical strength of the place to be considered, in the political opinions and sympathies of many of the operatives in the yard, not citizens of Virginia.

In this condition of affairs the alternative was presented of either attempting to take, by boarding, the ships of war which commanded the yard, or of waiting until such heavy ordnance could be procured as would enable me to erect batteries with which to command the ships, as well as to protect the harbor and keep off reinforcements, and at the same time to give me an opportunity of assembling such force as could protect the land approaches and justify me in making a demand for the surrender of the ships and yard, which demand could be enforced if rejected.

Notwithstanding the excitement and eagerness of some ill-advised persons for immediate hostile action, I regarded the latter as the wiser plan under the circumstances, subject, however, to be modified by subsequent events.

To have boarded the ships would have required, by the estimate of some of the most experienced naval officers, at least 800 men,—sailors, or such men as were familiar with boats. We were entirely without such a force, and I regarded it as impracticable to board with volunteer troops unaccustomed to boats or vessels, unless such force were overwhelming.

The marine force in the yard was inappreciable, in

my estimate, as it would have required only a few minutes to have overpowered them and possessed ourselves of the yard; but the condition to be satisfied was the ability to hold the place under the batteries of the ships. This I believed impracticable.

In this view I was sustained by the opinion, in writing, of Captain Pegram, that it would be, in his opinion, unwise to inaugurate offensive operations with less than 5,000 men, unsupported by heavy artillery. Other officers gave much higher estimates.

I therefore telegraphed your excellency of the defenseless condition of the cities of Norfolk and Portsmouth, and urged that heavy guns should be sent with which to protect the approaches to the harbor and to arm a field-work I had projected at a point called St. Helena, commanding the naval anchorage and Navy Yard; and I also ordered the Petersburg battalion, Major (David A.) Weisiger, to proceed to Norfolk, which force, when it arrived, I stationed in the rear of the city of Norfolk to observe any threatened attack from Fort Monroe.

Knowing how important it was to secure a supply of powder for the State, I determined to seize the powder magazine at old Fort Norfolk, and accordingly, on the night of the 19th, I directed Captain (General) Terry Sinclair, of the Navy, to proceed to the magazine with Captain Taylor's company of infantry, to be so disposed as to prevent attack; and I directed Captain Harrison, of the Navy, to impress the "Glen Cove" steamer, and with Captain (Jacob) Vickery's company of artillery and two 6-pounder pieces to watch the harbor and fire into any boats from the Navy Yard which might attempt to land at the magazine.

This duty was performed without any attempt at resistance, and about 1,200 barrels of powder were transferred to lighters and vessels, and sent to Richmond on the 20th. The residue, estimated at over 1,500 barrels, was transported in carts to a point beyond the range of the guns from the water. To accomplish this it was necessary to press into the service of the State all the carts and horses which could be procured.

The whole volunteer force of Norfolk, under Major Taylor, was ordered out to aid in removing the powder from the magazine, all of whom worked with extraordinary zeal and uncomplaining patience, notwithstanding the severe labor and danger they encountered. A quantity of ordnance stores were removed at the same time.

Ascertaining that one 32-pounder and 10 18-pounder pieces had been found in the old custom house, I directed carriages to be immediately constructed for them, and ordered them to be placed in battery at old Fort Norfolk as soon as the powder was removed. The guns were transported to the fort on the 20th, but were not put into battery until next day.

I did not think it prudent at the time to throw up earthworks at Craney Island or any other point, because in answer to my telegrams, I was informed that the freshet in the James River rendered it impossible to transport the guns from Beilona Arsenal (Virginia), and it was useless to expose the working parties to attack until I had pieces to mount, when the works could be speedily erected under cover of night and without loss.

Such was the condition of affairs when, on the

night of the 20th, the sloop of war "Pawnee," passing the obstructions in the harbor, steamed up to the Navy Yard with a force of 500 men, shortly after which, under the orders of Flag-Officer Paulding, was inaugurated and in part consummated one of the most cowardly and disgraceful acts which has ever disgraced the government of a civilized people. The ships of war were sunk, and most of them burned at anchor; the ship-houses and some other property fired; and, to render the atrocity of the act still greater, the dry dock was mined and a slow match, which was arranged so as not to ignite the train until our people should have filled the yard and the works in their efforts to save the government property, set fire to and left burning.

When this diabolical act had been committed, the steamer, with the marines on board, passed down the river, and in the course of that evening anchored under Fort Monroe.

I immediately directed Colonel (James G.) Hodges with the Portsmouth regiment to take possession of the Navy Yard, to endeavor to extinguish the flames wherever it was possible, and to protect the government property.

Fortunately, the damage was not so great as that at first apprehended. Only an inconsiderable portion of the property, with the exception of the ships, was destroyed, and some of the ships may yet be made serviceable.

Two officers—Captain Rodgers, of the Navy of the United States, and Captain Wright, of the Army of the United States—were taken prisoners, having been cut off from the ships by the flames. These gentlemen I sent, under charge of Major Robbins, to this place to await the decision of your excellency as to what disposition should be ultimately made of them.

On the same morning I directed Colonel (T. M. R.) Talcott, of the Engineers, to proceed with a force of militia and with all the negroes I could press into the service of the State to erect earthworks at Hospital Point; and under the superintendence of Captain Fairfax, of our Navy, I ordered heavy guns to be placed in battery at old Fort Norfolk. I also directed Colonel Talcott, under cover of night, to proceed to Craney Island and repair the old works there, and gave orders for the immediate mounting of as many pieces as would be necessary to supply the several works. It was wonderful with what promptness these several orders were executed.

Before night, with the large force employed, considerable progress had been made on the works, and many guns were in condition to be placed in position, and with the obstructions in the channel, placed under the supervision of Captain Arthur Sinclair, I regarded the city as safe from any immediate attack.

On the night of the 21st I received your order assigning Major-General Gwynn to the command, and on the 22d, in obedience to an order of that date, returned to Richmond. I presume Flag-Officer Forrest, who was assigned by your order to the command of the Navy Yard, will make a full report of the damage done to and return a schedule of the property saved and on hand in the yard.

I beg to be permitted to speak in the highest terms

of commendation of the patriotism and zeal displayed by the citizens in rendering assistance, and of the energy which characterized the commissary and quartermaster departments under the embarrassing circumstances of their immediate organization.

The engineer department, under the control of Colonel Talcott, deserves every commendation.

On the 23rd day of April, 1861, Gen. Walter Gwynn assumed command of this department. He was appointed by Gov. John Ellis to command the North Carolina State troops and was relieved from duty here by Gen. Benjamin Huger on the 28th day of May.

THE BATTLE OF SEWELL'S POINT.

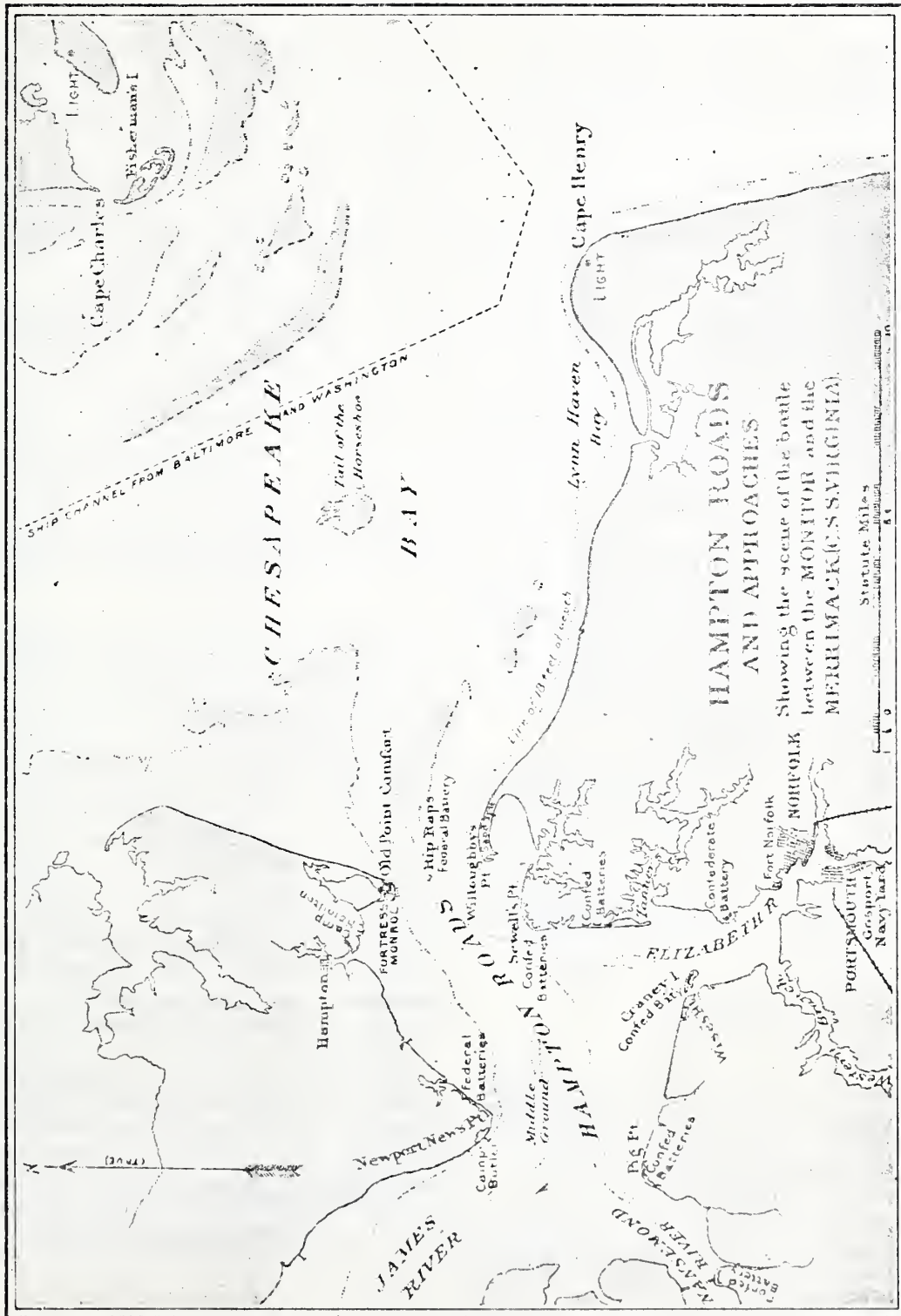
The first engagement in Virginia on the 19th day of May, 1861, at the beginning of the war is called the "Battle of Sewell's Point." At 11 o'clock Sunday morning a detachment of the Norfolk Light Artillery Blues under Lieut. Thomas Nash, Jr., and a detachment of the Norfolk Juniors under Lieutenant Holmes were ordered from Boush's Bluff to Sewell's Point for duty. The Columbus (Georgia) Light Guard, Capt. P. H. Colquitt, and the Woodis Rifles, Capt. William Lamb, had preceded these from Ocean View. General Gwynn was on hand directing the construction of an earthwork. By 5 o'clock P. M., three guns were mounted and while the work was rapidly progressing the United States steamer "Monticello," which had run over from Old Point the day before, fired a shot at the workmen, which struck the battery and threw the turf high in the air. All was confusion for a moment; but immediately preparation was made to return the fire with two 32-pounders, and two rifled cannon brought up and manned by the Woodis Rifles. Captain Colquitt was in command and called for a Virginian to raise his Georgia flag on the ramparts. Maj. William E. Taylor promptly responded and unfurled it in defiance of the "Monticello's" attack. The first gun was fired by a detachment of the Juniors under Thaddeus Gray, who acted with conspicuous gallantry during the whole affair, although every man acted bravely and stood to their

posts like veteran soldiers. The "Monticello" fired rapidly but wildly, most of her shots flying wide of the mark. After a brisk engagement, the ship turned her stern to the fort and with five holes in her was towed back to Old Point. Although the Fort was struck several times, none of the defenders was injured; but Private Alexander Sykes of the Wise Light Dragoons, on picket some distance away, was slightly wounded on the leg by the fragment of a bursting shell. He was the first soldier wounded in the State. The beautiful flag which waved in triumph over the Fort in the second battle of the Confederate States was presented to the City Light Guards by Miss Ellen Ingraham, of Columbus, Georgia, one of the most lovely and beautiful daughters of our sister State of Georgia. This affair, though small, was the forerunner of the great battles which ploughed Virginia's fields from her Eastern sands to the mountain tops of her Western limits. This was the first battle and the only battle of the Provisional Army of the State government; and the first battle of Hampton Roads.

Hampton Roads is the name given to the broad expanse of water between the mouth of the James River and the entrance into Chesapeake Bay. Newport News Point, on the north side of the river, and Pig Point on the south, at the junction of the Nansemond River with the James, may be considered as marking the mouth of the James River. Between these two points the distance is about five miles. Craney Island lies at the mouth of the Elizabeth River, some six or seven miles east of Pig Point. Sewell's Point is about the same distance north of Craney Island. These four points, therefore, form nearly a parallelogram. Old Point is five miles north of Sewell's Point, the scene of the battle.

Captain Colquitt's official report, dated May 19, 1861, to Major-General Gwynn, commanding the forces at Norfolk Harbor, says:

SIR:—I have the honor to report to you an engagement this evening between the Confederate troops, con-



A REPRINT OF A MAP OF THE BATTLE-GROUND OF HAMPTON ROADS,

embrasures, and immediately I ordered a shot to be fired over them. The rebels immediately hoisted a white flag (mistake.—Ed.) with some design on it, and fired a shot that cut the fore-spencer vangs near the gaff. I immediately went to quarters and returned their fire, which was continued by them. I expended 15 stand of grape, 12 10-inch shot, 32 10-inch shell, 10 shell for 32-pounders, and 45 32-pound shot, making a total of 114 shots, which I think did some execution among the rebels. I only desisted for want of ammunition, having only 5 8-pound charges remaining for the pivot gun. I regret that want of ammunition compelled me to retire, as I am satisfied that I could have silenced the battery in a short time. I cannot too highly praise the courage and patriotism of the officers and men under my command. They acted nobly and with great coolness during the repeated firing, as above will show. The action continued from 5:30 P. M. to 6:45 P. M., a duration of an hour and fifteen minutes. The battery is masked, thirteen embrasures having been erected behind a sand bank.

The rebels had three rifled cannon and fired several volleys of minie balls, which struck the ship. The ship was struck five times by rifled cannon shot in the hull and upper works. The damage can be repaired by ourselves. I herewith enclose the report of the medical officer of this ship, by which you will perceive that two men were slightly wounded during the action.

Commander D. L. Braine reported to Captain Eagle that after the Monticello had fired a number of times the steamer "Thomas Freeborn" came along and Commander Ward came on board, that he went with Commander Ward in his boat to the "Thomas Freeborn," and took it, at his request, in as close to the earth-works as he thought necessary. Commander Ward then fired a number of shots from his forward gun, a heavy 32-pounder, which did some slight injury to the embrasure. "There were some twelve or fourteen shots fired in all and the 'Thomas Freeborn' then withdrew from her position, and returned to Hampton Roads." While on board the "Freeborn," Commander Braine did not see any armed men in the battery nor any pieces of ordnance.

Gen. Robert E. Lee in his report to Governor Letcher, dated June 11, 1861, of the military and naval preparations for the defense of Virginia, from the period of her separation from the United States government to the date of transfer of military operations of the State to the Confederate government says:

* * * * *

"Six batteries have been erected on the Elizabeth River to guard the approaches to Norfolk and the Navy Yard. They mount 85 guns, 32-pounders and 8 and 9-inch columbiads.

"The frigate 'United States' has been prepared for a shoal ship, provided with a deck battery of nineteen guns, 32-pounders and 9-inch columbiads, for harbor defense. The frigate 'Merrimac' has been raised and it is in the dry dock and arrangements are made for raising the 'Germantown' and 'Plymouth.'

"In addition to the batteries described, other works have been constructed for their land defense, exceeding, in many instances, the works on the batteries themselves. An extensive line of field works has been erected for the security of Norfolk on the sides toward the bay."

At many other points, as will be seen from the report, the great commander in an incredibly short time had made wonderful progress with the defenses of Virginia.

Report of the armanent of batteries around Norfolk and Portsmouth, October 29th, 1861.

SEWELL'S POINT.

For defense of the river—	
32-pounders, 61 cwt	4
32-pounders, 57 cwt	7
32-pounders, rifled	2
IX	6—19
Interior defenses—	
32-pounders, 61 cwt	6
32-pounders, 27 cwt	1
42-pounders, carronades	3—10
Total	29

FORT NORFOLK.

IX	8
32-pounders, 61 cwt	2
32-pounders, 57 cwt	2
32-pounders, 27 cwt	2
18-pounders, 4,737 pounds	1
Total	15

FORT NELSON.

32-pounders, 57 cwt	8
32-pounders, 51 cwt	5

8-inch guns, 55 cwt	2—15
November report adds one gun, rifled (English)	1
Total	16

PINNER'S POINT.

32-pounders, 57 cwt	7
32-pounders, 42 cwt	4
Total	11

LAMBERT'S POINT.

32-pounders, 57 cwt	9
8-inch gun, 63 cwt	1
Total	10

NEW BATTERY, NEAR PINNER'S POINT (NOW PORT NORFOLK).

32-pounders, 61 cwt	4
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TANNER'S CREEK.

32-pounders, 62 cwt	3
42-pounders, carronades	2
Total	5

BOUSH'S PLUFF.

32-pounders, 42 cwt	5
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ENTRENCHED CAMP.

32-pounders, 61 cwt	15
42-pounders, carronades	14
Total	29

FORREST ENTRENCHMENTS.

32-pounders, 61 cwt	16
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DEVOTION OF THE CONFEDERATE WOMEN.

Heroines of no era have given the world a higher standard of devotion than the Confederate women. Amid the stirring and exciting times which marked the beginning of war in Norfolk County they tendered to the soldiers a welcome to their homes and offered any assistance within their power for the cause of the South. The ladies of the Episcopal churches in Norfolk gave notice to the soldiers who were encamped in and near Norfolk that they

would be at Christ's Church lecture room every morning from 9 to 12 o'clock, to receive any work,—either making, washing, or mending clothing. Out on the country farms sewing circles were formed and uniforms were made for entire companies from the cloth furnished by the county. An association of ladies was formed in Portsmouth called the "Sisters of Mercy" to nurse the soldiers in the hospital, like angels of mercy. All were untiring in their good offices and their charming voices, with unstinted praise for patriotism, made every man a soldier.

How truly has Whitcomb Riley spoken of their graces and power: "I think the reason the Southern women have such deliciously soft voices may be traced to the deference of the men. Southern men look upon their women as angels.

"When a Southern man's wife or daughter begins to talk she doesn't have to yell for the purpose of attracting his attention or getting him to stop his story and give her a chance. When a Southern woman speaks, the Southern man is silent and attentive. He listens to her words as if they were honey dropping to his lips. This attitude of respect upon the part of the man for the woman, which seems to be universal through the South, makes the Southern woman the gentle, sweet-voiced creature that she is," and as she is, I may add, makes the man a hero and Christian gentleman.

There is a United States survey steamer named the "Endeavor." The former name of this steamer was the "Lady Davis," so named because the ladies of this section furnished the money to build it for the Southern Confederacy; many sacrificed their jewelry to raise the money. It was built on W. H. Graves' marine railway, on the Eastern Branch of the Elizabeth River, but was never used by the Confederacy, as the Northern army captured it on the stocks and appropriated it to their own use. It is 125 feet keel, 18 feet beam and 10 feet deep, and is used in coast survey work under the seamanship of Captain Young.

CHAPTER VI

MILITARY HISTORY OF THE COUNTY—Continued

THE GREAT BATTLE OF HAMPTON ROADS—DESTRUCTION OF THE "CUMBERLAND" AND "CONGRESS"—FAMOUS CONFLICT OF THE IRON-CLADS—VICTORY OF THE "VIRGINIA" OVER THE "MONITOR"—DIFFERENT REPORTS OF THE FIGHT—OFFICERS OF THE "VIRGINIA"—EVACUATION OF NORFOLK COUNTY BY THE CONFEDERATE FORCES.

Under the Confederate rule there were two masked batteries constructed on Sewell's Point,—one of four guns on Doyle's farm just opposite the Rip Raps or Fort Wool, formerly Fort Calhoun, which was never unmasked; the other, defended by two 32-pounder rifle-bore cannon located on the sand hill site between the pavilion and hotel at Norfolk-on-the-Roads, was walled up with heavy timbers and covered with several layers of railroad iron. These guns were smooth-bore 32-pounders which had been left at the Navy Yard when Commodore McCauley evacuated it; and afterward the Confederates converted them into rifle-bores with a range of three miles. This battery, garrisoned by the Jackson Greys, was unmasked on the day of the great historical naval battle and engaged the United States men-of-war as they passed up from Old Point toward Newport News. A shell from a gun on the Rip Raps entered the embrasure of the right hand gun and wounded Lieut. William C. Wallace and Private Alexander B. Cooper. The range of these guns was much greater than that of any on the ships, for the latter's broadsides fired at the battery fell far short, while our shells reached and went over the

ships. The effect of the battery guns was not known at the time but the reports of the Federal captain give an account of the damage from this battery.

The log of the U. S. S. "Roanoke" says: "At 2:30, coming in range of Sewell's Point battery they opened fire and several shot and shell passed over and fell around this ship. One rifle shot passed through the foresail and cut away a shroud on each side of the fore rigging; put on stops at once. The forward pivot-gun was trained on Sewell's Point battery and fired, but fell short."

The log of the U. S. S. "Minnesota": "At 1:30 went to quarters. At 2:00, when off Sewell's Point, the enemy opened fire on us, which was immediately responded to by this ship. One of the enemy's shot took effect upon the mainmast. We immediately fished and secured it with a hauser over the masthead. Captain Van Brunt of this ship in his official report says: "While passing Sewell's Point the rebels there opened fire upon us from a rifle battery, one shot from which going through and crippling my mainmast. I returned the fire with my broadside guns and forecastle pivot." The log of the U. S. S.

"St. Lawrence": "At 5:25, passing Sewell's Point, the batteries opened on us, firing some half dozen shot and shell, one of which passed over our quarter deck forward the mizzenmast and just clearing the bows of the whaleboat, another carrying away the starboard quarter-block foreyard." Capt. H. Y. Purviance of this ship reported that: "At half past two we got under way in tow of the 'Cambridge,' and, when abreast of the rebel battery at Sewell's Point, the battery opened fire, one of the shells exploding under the forefoot of the 'St. Lawrence,' doing, however, no material injury. The fire was returned and it is believed with some effect." Captain Purviance was greatly mistaken, for not one shot or shell from the ships reached near the shore and the only damage done to our battery was from a Sawyer shell which came from the Federal battery on the Rip Raps. Opposite to Fort Monroe, at a distance of 1,900 yards between that fortification and our battery at Sewell's Point is Fort Wool, formerly Fort Calhoun, but more generally known as the Rip Raps. It is an artificial island made by throwing overboard rocks from vessels on the shoal water with a depth of 20 feet. The sound made by the pieces of stone thrown from the vessels while making the artificial foundation for this fort when the heap neared the surface of the water, was "rip! rap!" "rip! rap!" hence the popular name "Rip! Raps!" The official change of the name from that of the able and distinguished South Carolinian to that of the Federal general could not wipe out the name which came from the "rip raps" of the rocks. These Federal officers were also mistaken about solid shot, for the only ammunition used by our battery was shell.

And now let us hear about the "Virginia's" victories. When two men fight and one cries "enough!" he who cries is whipped. When two men clinch in a fight and one disentangles himself and runs away beyond the reach of his antagonist, he who runs is whipped. The "Virginia" and "Monitor" were in close contact; the "Monitor" drew off

to shallow water out of the reach of the "Virginia," and dared not return to the contest. The "Virginia" was victorious, the "Monitor" was defeated. It takes brazen effrontery to claim a victory for the "Monitor" under the true version of the battle.

The "Virginia" left the Navy Yard at 11:00 o'clock A. M. on March 8, 1861, and steamed down the river past our batteries, through the obstructions, across Hampton Road, to the mouth of the James River, where, off Newport News, lay at anchor the



C. S. S. "VIRGINIA" IN DRY DOCK.

frigates "Cumberland" and "Congress," protected by strong batteries and gunboats. The action commenced about 3:00 P. M. by firing the bow-gun at the "Cumberland," less than a mile distant. A powerful fire was immediately concentrated upon the "Virginia" from all the batteries afloat and ashore. The frigates "Minnesota," "Roanoke" and "St. Lawrence," with the other vessels started immediately from Old Point. The "Virginia" fired at the "Congress" in passing, but continued to head directly for the "Cumberland," which vessel she had determined to run into, and in less than 15 minutes from the fire of the first gun rammed her just forward of the starboard fore-chains. There were heavy spars about her bows, probably to ward off torpedoes, through which the "Virginia" had to break before reaching the side of the ship. The noise of the crashing timbers was distinct-

ly heard above the din of the battle. There was no sign of the hole above water. It must have been large, as the ship soon commenced to careen. The shock to the "Virginia" on striking was slight. She immediately backed the engines. The blow was not repeated. The "Virginia" lost her prow and had her stem slightly twisted. The "Cumberland" fought her guns gallantly as long as they were above water. She went down bravely, with colors flying. One of her shells struck the sill of the bow-port of the "Virginia" and exploded; the fragments killed two and wounded a number. The "Virginia's" after nine-inch gun was loaded and ready for firing, when its muzzle was struck by a shell which broke it off and fired the gun. Another gun also had its muzzle shot off; it was broken so short that at each subsequent discharge its port was set on fire. The damage to the armor was slight. The enemy's fire appeared to be aimed at the "Virginia's" ports. Had it been concentrated at the water-line she would have been seriously hurt, if not sunk. Owing to the ebb tide and her great draft, she could not close with the "Congress" without first going up stream and then turning, which was a tedious operation, besides subjecting her twice to the full fire of the batteries, some of which she silenced.

Lieut. Catesby Ap. R. Jones, the "Virginia's" executive officer, says: "We were accompanied from the yard by the tugs 'Beaufort,' Lieutenant-Commander W. H. Parker, and 'Raleigh,' Lieutenant-Commander J. W. Alexander. As soon as the firing was heard up the James River, the 'Patrick Henry,' Commander John R. Tucker; 'Jamestown,' Lieutenant-Commander J. N. Barney, and the tug 'Teaser,' Lieutenant-Commander W. A. Webb, under command of Capt. John R. Tucker, stood down the river, joining us about 4:00 o'clock. All these vessels were gallantly fought and handled, and rendered valuable and effective service. The prisoners from the 'Congress' stated that when on board that ship it was seen that we were standing up the river,

that three cheers were given under the impression that we had quit the fight. They were soon undeceived. When they saw us heading down the stream, fearing the fate of the 'Cumberland,' they slipped their cables, made sail and ran ashore bows on. We took a position off her quarter about two cables' length distant, and opened a deliberate fire. Very few of her guns bore on us and they were soon disabled. The other batteries continued to play on us, as did the 'Minnesota,' then aground about one and one-half miles off. The 'St. Lawrence' also opened on us shortly after. There was great havoc on board the 'Congress.' She was several times on fire. Her gallant commander, Lieut. Joseph B. Smith, was struck in the breast by a fragment of a shell and instantly killed. The carnage was frightful. Nothing remained but to strike their colors, which they did. They hoisted the white flag, half-masted, at the main and at the spanker gaff. The 'Beaufort' and 'Raleigh' were ordered to burn her. They went alongside and received several of her officers and some 20 of her men as prisoners. The officers urgently asked permission to assist their wounded out of the ship. It was granted. They did not return. A sharp fire of musketry from the shore killed some of the prisoners and forced the tugs to leave. A boat was sent from the 'Virginia' to burn her, covered by the 'Teaser.' A fire was opened on them from the shore and also from the 'Congress,' with both of her white flags flying, wounding Lieutenant Minor and others. We replied to this outrage upon the usages of civilized warfare by re-opening on the 'Congress' with hot shot and incendiary shell. Her crew escaped by boats, as did that of the 'Cumberland.' Canister and grape would have prevented it; but in neither case was any attempt made to stop them, though it has been otherwise stated, possibly from our firing on the shore or at the 'Congress.'

"We remained near the 'Congress' to prevent her recapture. Had she been retaken it might have been said that the flag officer per-

mitted it, knowing that his brother was an officer of that vessel.

"The 'Patrick Henry' received a shot from the shore in one of her boilers and had to be towed out of the fight. She, however, soon returned and was again hotly engaged. A distant and unsatisfactory fire was at times had at the 'Minnesota.' The gunboats also engaged her. We fired canister and grape occasionally in reply to musketry from the shore, which had become annoying. About this time the flag officer was badly wounded by a rifle-ball and had to be carried below. His bold daring and intrepid conduct won the admiration of all on board. The executive and ordnance officer, Lieut. Catesby Ap. R. Jones, succeeded to the command. The action continued until dusk when we were forced to seek an anchorage. The 'Congress' was riddled and on fire. A transport steamer was blown up. A schooner was sunk and another captured. We had to leave without making a serious attack on the 'Minnesota,' though we fired at her as we passed on the other side of the Middle Ground, and also at the 'St. Lawrence.' The latter frigate fired at us by broadsides—not a bad plan for small calibres against iron-clads, if concentrated. It was too dark to aim well. We anchored off our batteries at Sewell's Point. The squadron followed. The 'Congress' continued to burn. 'She illuminated the heavens and varied the scene by the firing of her own guns and by the flight of her balls through the air,' until shortly after midnight, 'when her magazine exploded and a column of burning matter appeared high in the air, to be followed by the stillness of death.'" I well remember that even after the excitement and work of the day, many of our soldiers remained on the beach to witness the explosion, and a grand spectacle it was!

Of the appearance of the "Monitor," Lieutenant Jones says: "One of the pilots chanced about 11:00 P. M. to be looking in the direction of the 'Congress' when there passed a strange-looking craft, brought out in bold relief by the brilliant light of the burning ship.

which he at once proclaimed to be the 'Ericsson.' We were, therefore, not surprised in the morning to see the 'Monitor' at anchor near the 'Minnesota.' The latter ship was still aground. Some delay occurred from sending our wounded out of the ship; we had but one serviceable boat left. Admiral Buchanan was landed at Sewell's Point.

"At 8:00 A. M. we got under way, as did the 'Patrick Henry,' 'Jamestown' and 'Teaser.' We stood toward the 'Minnesota' and opened fire on her. The pilots were to have placed us half a mile from her, but we were not at any time nearer than a mile. The 'Monitor' commenced firing when about a third of a mile distant. We soon approached and were often within a ship's length; once, while passing, we fired a broadside at her only a few yards distant. She and her turret appeared to be under perfect control. Her light draft enabled her to move about us at pleasure. She once took position for a short time where we could not bring a gun to bear on her. Another of her movements caused us great anxiety; she made for our rudder and propeller, both of which could have been easily disabled. We could only see her guns when they were discharged; immediately afterward the turret revolved rapidly and the guns were not seen again until they were again fired. We wondered how proper aim could be taken in the very short time the guns were in sight. The 'Virginia,' however, was a large target, and generally so near that the 'Monitor's' shot did not often miss. It did not appear to us that our shell had any effect upon the 'Monitor.' We had no solid shot. Musketry was fired at the lookout holes. In spite of all the care of our pilots we ran ashore, where we remained over 15 minutes. The 'Patrick Henry' and 'Jamestown,' with great risk to themselves, started to our assistance. The 'Monitor' and 'Minnesota' were in full play on us. A small rifle-gun on board the 'Minnesota,' or on the steamer alongside of her, was fired with remarkable precision. When we saw that our fire made no impression on the 'Monitor' we

determined to run into her if possible. We found it a very difficult feat to do. Our great length and draft in a comparatively narrow channel, with but little water to spare, made us sluggish in our movements, and hard to steer and turn. When the opportunity presented, all steam was put on; there was not, however, sufficient time to gather full headway before striking. The blow was given with the broad wooden stem, the iron prow having been lost the day before. The 'Monitor' received the blow in such a manner as to weaken its effect, and the damage was to her trifling. Shortly after, an alarming leak in the bows was reported. It, however, did not long continue.

"Whilst contending with the 'Monitor' we received the fire of the 'Minnesota,' which we never failed to return whenever our guns could be brought to bear. We set her on fire and did her serious injury, though much less than we then supposed. Generally the distance was too great for effective firing. We exploded the boiler of a steamer alongside of her.

"The fight had continued over three hours. To us the 'Monitor' appeared unharmed. We were, therefore, surprised to see her run off into shoal water where our great draft would not permit us to follow, and where our shell could not reach her. The loss of our prow and anchor, and consumption of coal, water, etc., had lightened us so that the lower part of the forward end of the shield was awash. We for some time awaited the return of the 'Monitor' to the Roads. After consultation it was decided that we should proceed to the Navy Yard, in order that the vessel should be brought down in the water and completed. The pilots said if we did not then leave that we could not pass the bar until noon of the next day. We therefore, at 12:00 M. quit the Roads and stood for Norfolk. Had there been any sign of the 'Monitor's' willingness to renew the contest we would have remained to fight her. We left her in the shoal water, to which she had withdrawn, and which she did

not leave until after we had crossed the bar on our way to Norfolk.

"None were killed or wounded in the fight with the 'Monitor.' The only damage she did was to the armor. She fired 41 shots. We were able to receive most of them obliquely. The effect of the shot striking obliquely on the shield was to break all the iron and sometimes to displace several feet of the outside course; the wooden backing would not be broken through. When a shot struck directly at right angles the wood would also be broken through, but not displaced. Generally the shot were much scattered; in three instances two or more struck near the same place, in each case causing more of the iron to be displaced and the wood to bulge inside. A few struck near the water-line. The shield was never pierced, though it was evident that two shots striking in the same place would have made a large hole through armor, wooden backing and everything. The ship was docked; a prow of steel and wrought iron put on and a course of two-inch iron on the hull below the roof, extending in length 180 feet. Want of time and material prevented its completion. The damage to the armor was repaired; wrought iron port-shutters were fitted, etc. The rifle-guns were supplied with bolts of wrought and chilled iron. The ship was brought a foot deeper in the water, making her 23 feet."

The combat between the "Virginia" and "Monitor" was one of the grandest and most thrilling sights I ever witnessed. I saw it from the beach in front of our battery on Sewell's Point, where both vessels were in full view. The day was clear and bright with just enough wind to make wavelets on the Roads move toward us in regular and measured succession. I could see the puff of smoke from the port-holes of the vessel, hear the boom of the cannon, then watch the solid shot which had glanced from the iron shield of the ship, ricocheting over the surface of the water and sinking as its force was spent near our shore.

Grand! sublime! magnificent! Awful! was the wrestle of these terrible iron monsters in deadly conflict, like some fabled leviathans out of the broad, deep seas. There, was the world's most radical change in naval warfare—there, was the passing of wooden men-of-war—there, was the greatest event in all the history of marine engagements. It had no parallel in all the annals of time. But one year before was published "Ordnance and Naval Gunnery," by Lieut. E. Simpson, U. S. N., designed as a text-book for the United States Naval Academy, which said: "Iron vessels are utterly unfit for war," and giving the comments of Sir Howard Douglass on the French ship "La Gloire," and the British "Warrior" summed up that, "The opinion of this great authority is, that there is not much to be feared from these iron-clad monsters." Alas! for the theories of these distinguished writers; here they were buried in the waters of Hampton Roads in the bright sunlight of a Sabbath day without hope of resurrection. A brilliant and magnificent victory for the "Virginia!" The North was overwhelmed with consternation and dread while the South was jubilant over the results of the great battle. President Davis reported to the Confederate Congress on the 10th of April this brilliant triumph.

EXECUTIVE DEPARTMENT.

April 10, 1862.

To the Senate and House of Representatives of the Confederate States:

I herewith transmit to Congress a communication from the Secretary of the Navy, covering a detailed report of Flag-Officer Buchanan of the brilliant triumph of his squadron over the vastly superior forces of the enemy in Hampton Roads, March 8 and 9 last.

JEFFERSON DAVIS.

COMBAT OF THE VIRGINIA AND MONITOR.

NAVY DEPARTMENT.

RICHMOND, VA., April 7, 1862.

SIR: I have the honor to submit herewith copy of the detailed report of Flag-Officer Buchanan of the brilliant triumph of his squadron over the vastly superior forces of the enemy in Hampton Roads, on March 8 and 9 last, a brief report by Lieutenant Jones of the battle of the 8th having been previously made.

The conduct of the officers and men of the squadron in this contest reflects unfading honor upon themselves and upon the navy. The report will be read with deep interest, and its details will not fail to arouse the ardor and nerve the arm of our gallant seamen.

It will be remembered that the "Virginia" was a novelty in naval architecture, wholly unlike any ship that ever floated; that her heaviest guns were equal novelties in ordnance; that her motive power and her obedience to her helm were untried; and her officers and crew strangers comparatively to the ship and each other, and yet, under all these disadvantages, the dashing courage and consummate professional ability of Flag-Officer Buchanan and his associates achieved the most remarkable victory which naval annals record.

When the flag-officer was disabled the command of the "Virginia" devolved upon her executive and ordnance officer, Lieut. Catesby Ap. R. Jones, and the cool and masterly manner in which he fought the ship in her encounter with the iron-clad "Monitor" justified the high estimate which the country places upon his professional merit. To his experience, skill and untiring industry as her ordnance and executive officer the terrible effect of her fire was greatly due. Her battery was determined in accordance with his suggestions, and in all investigations and tests which resulted in its thorough efficiency he was zealously engaged.

The terms of commendation used by the flag-officer in characterizing the conduct of his officers and men meet the cordial indorsement of the Department, and the concurrent testimony of thousands who witnessed the engagement places his own conduct above all praise.

With much respect, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

TO THE PRESIDENT.

REPORT OF FLAG-OFFICER FRANKLIN BUCHANAN, C. S. NAVY.

NAVAL HOSPITAL.

NORFOLK, VA., March 27, 1862.

SIR: Having been confined to my bed in this building since the 9th instant, in consequence of a wound received in the action of the previous day, I have not had it in my power at an earlier date to prepare the official report, which I now have the honor to submit, of the proceedings on the 8th and 9th instant of the James River Squadron, under my command, composed of the following-named vessels: Steamer "Virginia," flag-ship, 10 guns; steamer "Patrick Henry," Commander John R. Tucker, 12 guns; steamer "Jamestown," Lieutenant-Commanding J. N. Barney, two guns; and gunboats "Teaser," Lieutenant-Commanding W. A. Webb; "Beaufort," Lieutenant-Commanding W. H. Parker; and "Raleigh," Lieutenant-Commanding J. W. Alexander, each one gun. Total, 27 guns.

On the 8th instant, at 11 A. M. the "Virginia" left the Navy Yard (Norfolk), accompanied by the "Raleigh" and "Beaufort," and proceeded to Newport News, to engage the enemy's frigates "Cumberland" and "Congress," gunboats and batteries. When within

less than a mile of the "Cumberland," the "Virginia" commenced the engagement with that ship with her bow-gun, and the action soon became general, the "Cumberland," "Congress," gunboats and shore batteries concentrating upon us their heavy fire, which was returned with great spirit and determination. The "Virginia" stood rapidly on toward the "Cumberland," which ship I had determined to sink with our prow if possible. In about 15 minutes after the action commenced we ran into her on her starboard bow. The crash below the water was distinctly heard, and she commenced sinking, gallantly fighting her guns as long as they were above water. She went down with her colors flying.

During this time the shore batteries, "Congress" and gunboats kept up their heavy concentrated fire upon us, doing us some injury. Our guns, however, were not idle; their fire was very destructive to the shore batteries and vessels, and we were gallantly sustained by the rest of the squadron.

Just after the "Cumberland" sunk, that gallant officer, Commander John R. Tucker, was seen standing down the James River under full steam, accompanied by the "Jamestown" and the "Teaser." They came nobly into action and were soon exposed to the heavy fire of the shore batteries. Their escape was miraculous, as they were under a galling fire of solid shot, shell, grape, and canister, a number of which passed through the vessels without doing any serious injury except to the "Patrick Henry," through whose boiler a shot passed, scalding to death four persons and wounding others. Lieutenant-Commanding Barney promptly obeyed a signal to tow her out of the action. As soon as damages were repaired the "Patrick Henry" returned to her station and continued to perform good service during the remainder of that day and the following.

Having sunk the "Cumberland," I turned our attention to the "Congress." We were some time in getting our proper position in consequence of the shoalness of the water and the great difficulty of managing the ship when in or near the mud. To succeed in my object I was obliged to run the ship a short distance above the batteries on the James River in order to wind her. During all the time her keel was in the mud; of course she moved but slowly. Thus we were subjected twice to the heavy guns of all the batteries in passing up and down the river, but it could not be avoided. We silenced several of the batteries and did much injury on shore. A large transport steamer alongside the wharf was blown up, one schooner sunk and another captured and sent to Norfolk. The loss of life on shore we have no means of ascertaining.

While the "Virginia" was thus engaged in getting her position for attacking the "Congress," the prisoners state it was believed on board that ship that we had hauled off. The men left their guns and gave three cheers. They were soon sadly undeceived, for a few minutes after we opened upon her again, she having run on shore in shoal water. The carnage, havoc and dismay caused by our fire compelled them to haul down their colors and to hoist a white flag at their gaff and half-mast and another at their main.

The crew instantly took to their boats and landed. Our fire immediately ceased, and a signal was made for the "Beaufort" to come within hail. I then ordered Lieutenant-Commanding Parker to take possession of the "Congress," secure the officers as prisoners, allow the crew to land, and burn the ship. He ran alongside, received her flag and surrender from Commander William Smith and Lieutenant Pendergast, with the side-arms of those officers. They delivered themselves as prisoners of war on board the "Beaufort," and afterward were permitted at their own request to return to the "Congress" to assist in moving the wounded to the "Beaufort." They never returned, and I submit to the decision of the Department whether they are not our prisoners. While the "Beaufort" and "Raleigh" were alongside the "Congress," and the surrender of that vessel had been received from the commander, she having two white flags flying, hoisted by our own people, a heavy fire was opened upon them from the shore and from the "Congress," killing some valuable officers and men. Under this fire the steamers left the "Congress," but as I was not informed that any injury had been sustained by those vessels at that time, Lieutenant-Commanding Parker having failed to report to me, I took it for granted that my order to him to burn her had been executed, and waited some minutes to see the smoke ascending from her hatches. During this delay we were still subject to the heavy fire from the batteries, which was always promptly returned.

The steam frigates "Minnesota" and "Roanoke" and the sailing frigate "St. Lawrence" had previously been reported as coming from Old Point, but as I was determined that the "Congress" should not again fall into the hands of the enemy, I remarked to that gallant young officer, Flag-Lieutenant Minor, "That ship must be burned." He promptly volunteered to take a boat and burn her, and the "Teaser," Lieutenant-Commanding Webb, was ordered to cover the boat. Lieutenant Minor had scarcely reached within 50 yards of the "Congress" when a deadly fire was opened upon him, wounding him severely and several of his men. On witnessing this vile treachery, I instantly recalled the boat and ordered the "Congress" destroyed by hot shot and incendiary shell. About this period I was disabled, and transferred the command of the ship to that gallant, intelligent officer, Lieut. Catesby Jones, with orders to fight her as long as the men could stand to their guns.

The ships from Old Point opened their fire upon us. The "Minnesota" grounded in the north channel, where, unfortunately, the shoalness of the channel prevented our near approach. We continued, however, to fire upon her until the pilots declared it was no longer safe to remain in that position, and we accordingly returned by the south channel (the Middle Ground being necessarily between the "Virginia" and "Minnesota," and the "St. Lawrence" and the "Roanoke" having retreated under the guns of Old Point), and again had an opportunity of opening upon the "Minnesota," receiving her heavy fire in return, and shortly afterward upon the "St. Lawrence," from which vessel we received several broadsides.

It had by this time become dark and we soon anchored off Sewell's Point. The rest of the squadron followed our movements, with the exception of the "Beaufort." Lieutenant-Commanding Parker, who proceeded to Norfolk with the wounded and prisoners as soon as he had left the "Congress," without reporting to me. The "Congress," having been set on fire by our hot shot and incendiary shell, continued to burn, her loaded guns being successively discharged as the flames reached them, until a few minutes past midnight, when her magazine exploded with a tremendous report.

The facts above stated, as having occurred after I had placed the ship in charge of Lieutenant Jones, were reported to me by that officer.

At an early hour next morning (the 9th), upon the urgent solicitations of the surgeons, Lieutenant Minor and myself were very reluctantly taken on shore. The accommodations for the proper treatment of the wounded persons on board the "Virginia" are exceedingly limited. Lieutenant Minor and myself occupying the only space that could be used for that purpose, which was in my cabin. I therefore consented to our being landed on Sewell's Point, thinking that the room on board vacated by us could be used for those who might be wounded in the renewal of the action. In the course of the day Lieutenant Minor and myself were sent in a steamer to a hospital at Norfolk.

The following is an extract from the report of Lieutenant Jones of the proceedings of the "Virginia" on the 9th:

"At daylight on the 9th we saw the 'Minnesota' was still ashore, and that there was an iron battery near her. At 8 o'clock we ran down to engage them (having previously sent the killed and wounded out of the ship), firing at the 'Minnesota' and occasionally at the iron battery. The pilots did not place us as near as they expected. The great length and draft of the ship rendered it exceedingly difficult to work her. We ran ashore about a mile from the frigate, and were backing 15 minutes before we got off. We continued to fire at the 'Minnesota,' and blew up a steamer alongside of her, and we also engaged the 'Monitor,' and sometimes at very close quarters. We once succeeded in running into her, and twice silenced her fire. The pilots declaring that we could get no nearer the 'Minnesota,' and believing her to be entirely disabled, and the 'Monitor' having run into shoal water, which prevented our doing her any further injury, we ceased firing at 12 o'clock and proceeded to Norfolk.

"Our loss is two killed and 19 wounded. The stem is twisted and the ship leaks. We have lost the prow, starboard anchor and all the boats. The armor is somewhat damaged; the steam-pipe and smoke-stack both riddled; the muzzles of two of the guns shot away. It was not easy to keep a flag flying. The flag-staffs were repeatedly shot away. The colors were hoisted to the smoke-stack and several times cut down from it.

"The bearing of the men was all that could be desired; the enthusiasm could scarcely be restrained. During the action they cheered again and again. Their coolness and skill were the most remarkable from the

fact that the great majority of them were under fire for the first time. They were strangers to each other and to the officers, and had but a few days' instruction in the management of the great guns. To the skill and example of the officers is this result in no small degree attributable."

Having thus given a full report of the actions on the 8th and 9th, I feel it due to the gallant officers who so nobly sustained the honor of the flag and country on those days, to express my appreciation of their conduct.

To that brave and intelligent officer, Lieut. Catesby Jones, the executive and ordnance officer of the "Virginia," I am greatly indebted for the success achieved. His constant attention to his duties in the equipment of the ship; his intelligence in the instruction of ordnance to the crew, as proved by the accuracy and effect of their fire, some of the guns having been personally directed by him; his tact and management in the government of raw recruits; his general knowledge of the executive duties of a man-of-war, together with his high-toned bearing, were all eminently conspicuous, and had their fruits in the admirable efficiency of the "Virginia." If conduct such as his (and I do not know that I have used adequate language in describing it) entitles an officer to promotion, I see in the case of Lieutenant Jones one in all respects worthy of it. As a flag-officer I am entitled to some one to perform the duties of flag-captain, and I should be proud to have Lieutenant Jones ordered to the "Virginia" as lieutenant-commandant; if it be not the intention of the Department to bestow upon him a higher rank.

Lieutenant Simms fully sustained his well-earned reputation. He fired the first gun, and when the command devolved upon Lieutenant Jones in consequence of my disability he was ordered to perform the duties of executive officer. Lieutenant Jones has expressed to me his satisfaction in having had the services of so experienced, energetic and zealous an officer.

Lieutenant Davidson fought his guns with great precision. The muzzle of one of them was soon shot away. He continued, however, to fire upon it, though the woodwork around the port became ignited at each discharge. His buoyant and cheerful bearing and voice were contagious and inspiring.

Lieutenant Wood handled his pivot-gun admirably, and the executive officer testifies to his valuable suggestions during the action. His zeal and industry in drilling the crew contributed materially to our success.

Lieutenant Eggleston served his hot shot and shell with judgment and effect, and his bearing was deliberate, and exerted a happy influence on his division.

Lieutenant Butt fought his gun with activity and during the action was gay and smiling.

The Marine Corps was well represented by Captain Thom, whose tranquil mien gave evidence that the hottest fire was no novelty to him. One of his guns was served effectively and creditably by a detachment of the United Artillery of Norfolk under the command of Captain Kevill. The muzzle of their gun was struck by a shell from the enemy, which broke off a piece of the gun, but they continued to fire it as if it was uninjured.

Midshipmen Foute, Marmaduke, Littlepage, Craig and Long rendered valuable services. Their conduct would have been creditable to older heads, and gave great promise of future usefulness. Midshipman Marmaduke, though receiving several painful wounds early in the action, manfully fought his gun until the close. He is now at the hospital.

Paymaster Semple volunteered for any service and was assigned to the command of the powder division, an important and complicated duty, which could not have been better performed.

Surgeon Phillips and Assistant Surgeon Garnett were prompt and attentive in the discharge of their duties. Their kind and considerate care of the wounded, and skill and ability displayed in the treatment, won for them the esteem and gratitude of all who came under their charge, and justly entitled them to the confidence of the officers and crew.

I beg leave to call the attention of the Department to the case of Dr. Garnett. He stands deservedly high in his profession, is the head of the lists of assistant surgeons, and, there being a vacancy in consequence of the recent death of Surgeon Blacknall, I should be much gratified if Dr. Garnett could be promoted to it.

The engines and machinery, upon which so much depended, performed much better than expected. This is due to the intelligence, experience and coolness of Acting Chief Engineer Ramsey. His efforts were ably seconded by his assistants, Tynan, Campbell, Herring, Jack and White. As Mr. Ramsey is only acting chief engineer, I respectfully recommend his promotion to the rank of chief, and would also ask that Second Assistant Engineer Campbell may be promoted to the first assistant, he having performed the duties of that grade during the engagement.

The forward officers—Boatswain Hasker, Gunner Oliver and Carpenter Lindsay—discharged well all the duties required of them. The boatswain had charge of a gun and fought it well. The gunner was indefatigable in his efforts. His experience and exertions as a gunner have contributed very materially to the efficiency of the battery. Acting Master Parrish was assisted in piloting the ship by Pilots Wright, Williams, Clarke and Cunningham. They were necessarily much exposed.

It is now due that I should mention my personal staff. To that gallant young officer, Flag-Lieutenant Minor, I am much indebted for his promptness in the execution of signals: for renewing the flag-staffs when shot away, being thereby greatly exposed; for his watchfulness in keeping the Confederate flag up; his alacrity in conveying my orders to the different divisions; and for his general cool and gallant bearing. My aid, Acting Midshipman Roots, of the Navy; Lieutenant Forrest, of the Army, who served as a volunteer aid, and my clerk, Arthur Sinclair, Jr., are entitled to my thanks for the activity with which my orders were conveyed to the different parts of the ship. During the hottest of the fight they were always at their posts giving evidence of their coolness.

Having referred to the good conduct of the officers, in the flag-ship immediately under my notice,

I come now to a no less pleasing task when I attempt to mark my approbation of the bearing of those serving in the other vessels of the squadron.

Commander John R. Tucker, of the "Patrick Henry," Lieutenant-Commanding J. N. Barney, of the "Jamestown," and W. A. Webb, of the "Teaser," deserve great praise for their gallant conduct throughout the engagement. Their judgment in selecting their positions for attacking the enemy was good; their constant fire was destructive, and contributed much to the success of the day. The general order under which the squadron went into action required that, in the absence of a signal, each commanding officer was to exercise his own judgment and discretion in doing all the damage he could to the enemy, and to sink before surrendering. From the bearing of those officers on the 8th I am fully satisfied that that order would have been fully carried out. Commander Tucker speaks highly of all under him, and desires particularly to notice that Lieut.-Col. Callender St. George Noland, commanding the post at Mulberry Island, on hearing of the deficiency in the complement of the "Patrick Henry," promptly offered the services of 10 of his men as volunteers for the occasion, one of whom, George E. Webb, of the Greenville Guard, Commander Tucker regrets to say, was killed. Lieutenant-Commanding Barney reports that every officer and man on board of the ship performed his whole duty, evincing a courage and fearlessness worthy of the cause for which we are fighting.

Lieutenant-Commanding Webb specially notices the coolness displayed by Acting Master Pace and Third Assistant Engineer Quinn when facing the heavy fire of artillery and musketry from the shore whilst the "Teaser" was standing in to cover the boat in which, as previously stated, Lieutenant Minor had gone to burn the "Congress." Several of his men were badly wounded.

The "Raleigh" early in the action had her gun carriage disabled, which compelled her to withdraw. As soon as he had repaired damages as well as he could, Lieutenant-Commanding Alexander resumed his position in the line. He sustained himself gallantly during the remainder of the day, and speaks highly of all under his command. That evening he was ordered to Norfolk for repairs.

The "Beaufort," Lieutenant-Commanding Parker, was in close contact with the enemy frequently during the day and all on board behaved gallantly. Lieutenant-Commanding Parker expresses his warmest thanks to his officers and men for their coolness. Acting Midshipman Foreman, who accompanied him as volunteer aid, Midshipmen Mallory and Newton, Captain's Clerk Bain and Mr. Gray, pilot, are all specially mentioned by him.

On the 21st instant I forwarded to the Department correct lists of the casualties on board all the vessels of the squadron on the 8th; none, it appears, occurred on the 9th.

While in the act of closing this report I received the communication of the Department, dated 22nd instant, relieving me temporarily of the command of the

squadron for the naval defense of the James River. I feel honored in being relieved by the gallant Flag-Officer Tatnall.

I much regret that I am not now in a condition to resume my command, but trust that I shall soon be restored to health, when I shall be ready for any duty that may be assigned me.

Very respectfully,

FRANKLIN BUCHANAN,
Flag-Officer.

HON. S. R. MALLORY,
Secretary of the Navy.

HISTORY

of the

WORLD FAMOUS BATTLE SHIP

MERRIMAC—VIRGINIA.

1855 to 1862.

A PERSONAL REMINISCENCE.

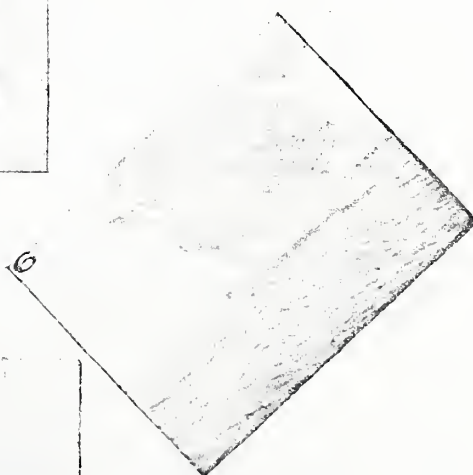
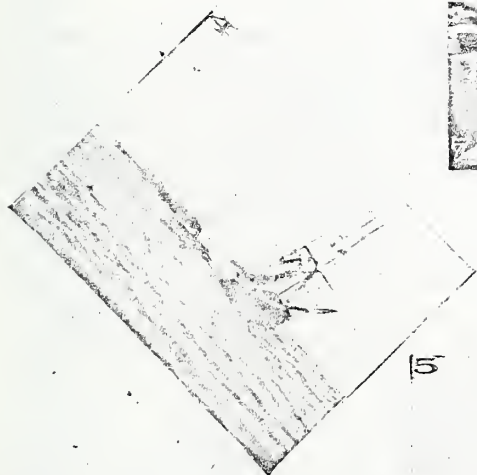
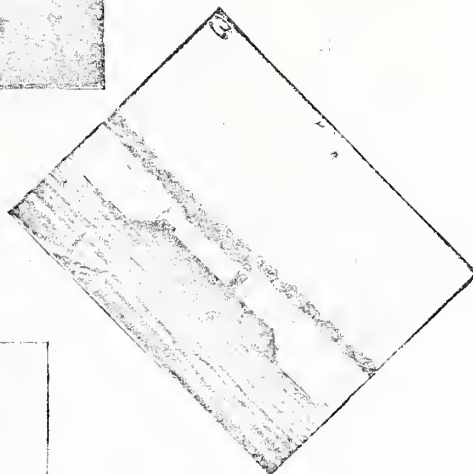
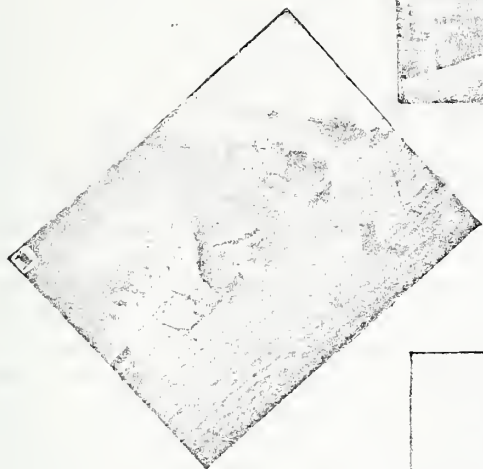
The U. S. Str. "Merrimac" was a steam frigate. Her hull was built at Boston, Massachusetts, her engines at Cold Springs, New York, and she was placed in commission in 1855. Early in 1856 she was officered and manned—with a crew of 650 specially selected men and an armament of 50 guns. She was estimated to represent the best type of war ship then known, and was sent to European waters as a specimen of the finest naval architecture then afloat, and from reports of her royal entertainment abroad she unquestionably proved to be all the United States government had claimed for her. Returning after a four years' successful cruise she was put out of commission at the Portsmouth, Virginia, Navy Yard, and upon the evacuation of Norfolk and Portsmouth, April 19, 1861, this ship, with others, was dismantled and burned to the water-line. After mature consideration the Confederate authorities determined to raise the "Merrimac" and upon her hull to construct a powerful battery for the protection

of Norfolk Harbor and the mouth of the James River. Upon plans supplied by a Virginian the work of construction proceeded until its completion.

The "Virginia," as she was afterward named, was covered amidships with a roof 170 feet long, built at an angle of 45 degrees, constructed of 20-inch heart pine and covered with 4-inch oak. Upon this wood backing there were two iron plates two inches thick and eight inches wide, one laid horizontally and the other vertically, bolted through the wood and clinched on the inside. Her bow was armed below water with a cast iron prow about 6 feet long, to be used as a ram. Her weakest element was her motive power, her old engines and boilers, which had already been condemned. Her ordnance consisted of 10 guns; two 7-inch steel-banded Brooke rifles mounted as pivot-guns at the bow and stern; two 6-inch rifles of the same pattern, and six 9-inch Dahlgren smooth-bore broadside guns. Her commander was Commodore Franklin Buchanan, one of the bravest and ablest officers of the old service. Her second in command was Lieut. Catesby Ap. R. Jones, distinguished both by ability and great gallantry. Her crew numbered 350, most of whom had volunteered from the army for the occasion, and the emergencies of the service allowed no time for either testing her engines or drilling her crew.

About 12 o'clock M., March 8, 1862, the "Virginia" cast loose from the wharf at the Navy Yard and steamed slowly to the work of the day—passing down the Elizabeth River cheered by our batteries, also by the soldiers and citizens who lined every available point on both sides of the river to witness the untold engagement of this new idea war-ship—the result of which was eagerly awaited by the whole world, for never had there been a bolder attack than was about to be made that day.

Passing through the obstructions at Craney Island she headed directly for Newport News, where the U. S. ships "Cumberland" and "Congress" lay riding at anchor, blockad-



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| 1 "Merrimac" destroyed at the burning of the Norfolk Navy Yard, April 19th, 1861. | 4 "Virginia" sinking the "Cumberland," March 8th, 1862. |
| 2 "Merrimac" in dry dock, being converted into the iron battery "Virginia." | 5 "Virginia" engaged in battle with the "Monitor," in Hampton Roads, March 9th, 1862. |
| 3 "Virginia" passing Fort Norfolk, March 8th, 1862. | 6 Destruction of the "Virginia," May 11th, 1862. |
| 7 E. V. White, of Engineer Corps, in Confederate Naval uniform, taken Feb. 25th, 1862. | |

The above views (Nos. 1-6) are taken from original oil paintings by Mr. E. A. Richardson, of Norfolk, Va.

ing the James River. It was calm and clear—a beautiful day—nothing in the scene gave indication of the bloody and mortal conflict soon to occur. Ere she reached these ships several large men-of-war started from Old Point to the help of their sister ships; among them the "Minnesota," which grounded near Newport News point. The "Cumberland" was the first to open fire, and from these shots the first fatality aboard our vessel occurred—two wounded and one killed—by shot striking the hog chain and driving the same back into the ship. This opening fire was followed immediately by the "Congress" and every other available Federal gun that could be brought to bear on the "Virginia." Reserving her fire until within easy range the "Virginia's" bow-rifle was fired with terrible effect; and, as has elsewhere been stated, opened a hole in the "Cumberland" large enough for a horse and cart to drive through. We made directly for the "Cumberland." When at probably 50 yards distance, with slackened speed but with determined purpose we moved on toward the gallant ship and struck her the deadly blow, but with little jar to the "Virginia," backing our engines until we had cleared the disabled vessel. A shot from the "Congress" struck the muzzle of one of our broadside 9-inch Dahlgren guns, breaking off about two feet of it, killing one man and wounding a few others. Reversing our engines we passed the "Cumberland" which, though now sinking, was bravely fighting her guns and exhibiting a heroism worthy of all praise, and which entitled her to the renown that has since that day been attached to her name.

We then moved up the James River to a place of easy turning for our ship and started back, being joined in the meantime by the James River fleet, consisting of several steamers. Then, with probably one hundred guns firing upon us from various points, we came within 200 yards of the now grounded "Congress," upon which we opened fire. After we had delivered several well-directed

shots that sent destruction to that ship and many souls to their eternal home, she hoisted the white flag and all firing ceased. Arrangements were then commenced for receiving the surrender and removing the dead and wounded from both the enemy's ships and our own. While our officers were aboard the "Congress" and many on the upper deck of the "Virginia," exposed because of the Federal's white flag, which was a signal for help, being displayed, the enemy opened fire from the shore battery upon us, wounding many, amongst them Commodore Buchanan, shot through the thigh, and Lieutenant Minor, shot through the side. Our boats were ordered to clear the "Congress" and Commodore Buchanan turned the command of our ship over to Lieut. Catesby Jones and instructed him to set fire to the "Congress." I received orders for three hot shots and soon that vessel was in flames. The "Cumberland" the while had gone down beneath the waters of the James, taking with her in that awful plunge many who had gallantly remained at their posts of duty.

It being now nearly dark and the work of transferring the dead and wounded to be conveyed to the naval hospital being completed, we steamed over to the buoy at Sewell's Point and came to anchor for the night. As one of the unfortunate ones at being on first watch, with so little rest, I was only compensated for the performance of this arduous duty by witnessing the grand and impressive sight of the explosion of the "Congress" later in the night—a scene too solemnly beautiful to attempt to describe.

Some idea may be gained from Northern writers of the consternation and excitement created at the North by this great naval engagement, from some of whom I quote, as follows:

"The swift work done by the 'Merrimac' on this occasion spread consternation throughout the Northern States. The blockade of the Atlantic Coast maintained at that time could not long last before this mighty and in-

vulnerable engine of destruction. New York, Boston and Washington would soon be threatened. The most alarming crisis of the Civil War was at hand. As the sun went down that night over Hampton Roads every Union heart in the fleet and in the fortress throbbed with despair. There was no gleam of hope. The 'Merrimac' was impervious to balls and could go where she pleased. In the morning it would be easy work for her to destroy our whole fleet. She could then shell Newport News and Fortress Monroe at her leisure, setting everything combustible in flames and driving every man from the guns. As the news of the terrible disaster was flashed over the country by the telegraph wires all faces wore an expression of consternation. The writer was in Washington at the time. Congress was in session. The panic cannot be described. There was absolutely nothing to prevent the 'Merrimac' from ascending the Potomac and laying the Capitol in ashes, providing there was sufficient depth of water to float the steamer and no one knew whether there was this depth or not, for no one knew the draught of the 'Merrimac.' Baltimore, Philadelphia, New York, Boston and Portland were in a state of terror. 'The 'Merrimac' could laugh at forts,' says Abbott in his history.

"The experiment of an hour had wrought an entire change in the naval architecture and in defensive fortifications throughout the world. Wooden frigates had almost ceased to be of any value. The blow which sunk the 'Cumberland' demolished also the fleets of England and France. All navies went down with that frigate into the abyss together. It is not too much to say that such a night of anxiety, of terror, of bewilderment, as followed the triumphant return of the 'Merrimac' to her anchorage behind Craney Island, this world has seldom witnessed before."

The next morning Sunday (March 9th), after an early breakfast, a consultation was held, the command having devolved on the gallant, able and courageous Cates-

by Ap. R. Jones, than whom none deserved more honor for bravery and cool daring, under whose supervision, as executive officer, it may here be stated, the construction of the armament of the ship had been completed. It was decided to finish the destruction of the now almost abandoned "Minnesota," even while our ship was taking water freely at the opening in her bow, caused from the loss of the cast iron prow, left in the "Cumberland" when we ran into her. Our pumps had been kept busy during the night relieving the ship of water. However, we got under way, making for the "Minnesota," when suddenly we grounded on what is known as the "Middle Ground of Hampton Roads," and there we stuck for two or three hours. But before we had grounded the "Monitor" was discovered coming out from where the "Minnesota" lay aground. We opened fire upon her with our bow-rifle, but with no effect. Straight on she came toward us and when in a good position she let loose her heavy guns, giving us a good shaking up. Thus she continued circling around us, and every now and then throwing the heavy-missiles against our sides. We, in response, as she passed around, brought every gun aboard our ship to bear upon her. It was now Greek against Greek; iron against iron! In the desperation of the fight the ships closed—actually touching sides—hurling hundred-pound shot which rattled against the mailed and impenetrable sides of the combatants in this tremendous duel and glanced off like hail! The contest was for the time so hot that the muzzles of the hostile guns almost touched each other, and both ship were enveloped in a cloud of smoke which no eye could penetrate! Flash and thunder-roar burst forth incessantly from the tumultuous maelstrom of darkness! Such bolts were never hurled from the fabled hands of Jupiter Olympus! Never before had ships met carrying such heavy guns. From both vessels the firing was executed with great rapidity and with equal skill, but with little effect on either vessel. Thus the duel raged with uninterrupted fury for four long

hours. However, our weak points seemed to be known by the commander of the "Monitor," and so well did he attack these that soon on the starboard midship over the outboard delivery, he so bent in our plating that the massive oak timbers were cracked, and from this and the continued ricochet shots of the "Minnesota" considerable concern was beginning to be felt by our commander and all on board. Soon we were relieved by the moving of our ship from the position which, for such trying minutes, we had occupied. Then, with a settled determination on the part of our commander to run the "Monitor" down as a last resort, seeing that our shots were ineffective, I was directed to convey to the engine room orders for every man to be at his post. We caught and did run into the "Monitor" and came near running her under the water; not that we struck her exactly at right angles, but with our starboard bow we drove against her with a determination of sending her to the bottom, and so near did we come to accomplishing our object that from the ramming and shot of our rifle-gun that blinded her commander, she withdrew to shoal water near the "Minnesota," whence we could not follow—never again to offer or accept battle with the "Virginia." After waiting on the ground of our victory without any signs of her return, for possibly an hour or more, we steamed up to the Navy Yard, receiving the shouts and huzzas of the thousands of our people who had witnessed the fight.

I wish to emphasize the *facts* just related of the collision with the "Monitor," and our desire to repeat it, and of her withdrawal from the field, as well as her refusal then or *thereafter* to engage in battle with the "Virginia," notwithstanding that this statement is in positive contradiction to the theory accepted in some parts of the North and published in the school histories of to-day.

By 4:00 o'clock we were in the dry-dock at the Navy Yard. The grand old ship was a picture to behold. You could hardly put your hand on a spot on the sides or smokestack

that had not been battered by the shots of our enemy.

Large improvements to the "Virginia" were made under the supervision of Commodore Tatnall, of Georgia, who had assumed command owing to the disability of Commodore Buchanan. These improvements consisted of a new wrought iron prow, port covers, etc. When complete she went down to Old Point and offered battle to the "Monitor" and all of the great wooden warships of the U. S. Navy, including the "Vanderbilt," which ship had been specially brought forward to accomplish our destruction. We manned carefully four small steamers fully equipped to capture the "Monitor" if she came within reach, and while one or more of these boats might have been destroyed if either had reached her, so well was our late antagonist's build then understood, she would, in my deliberate judgment, have been captured. Neither the "Monitor" nor any of the large ships the United States government had ordered there would come out from under the guns of Fortress Monroe, while one of our steamers, the "Jamestown," was sent in near Hampton and captured three schooners loaded with hay and grain, and carried them safely to Norfolk.

After cruising about in challenge for battle, without having it accepted, the Commodore ordered a gun fired to the windward, returned to the buoy off Sewell's Point, and anchored for the night. The next day we came to Norfolk for repairs to the boiler. A few days thereafter, completing our repairs, we heard heavy firing and received orders to go the help of our batteries at Sewell's Point that were being bombarded by the "Monitor" and other ships. We were soon under way and steered directly for the "Monitor" and other Federal ships then shelling at that point: but as we approached they ceased firing and retreated below the forts, we following until we exchanged several shots with the Rip Raps. With considerable disappointment Commodore Tatnall ordered the ship back to her buoy at Sewell's Point. The next day, I think, or

soon thereafter, we noticed our batteries were not flying our flag and upon inquiring the cause we learned that Norfolk was being evacuated, thus ending the necessity for holding our present position.

The next thing to do was either to go out to sea, which all agreed to do if permitted, or to go up the James River. Orders were received to go up to Richmond. Upon consultation with the pilots we learned that if we could lighten the ship enough to let her draw four or five feet less we could get over the bar. This action was agreed upon and all were set to work throwing over the ballast and other articles in order to bring her up to 18 feet draught. We were informed, however, by 12 o'clock Saturday night that we could not get up the river for some reason and now being exposed by having some two feet of the wooden hull out of the water, nothing was left but to destroy the ship in order to keep her from falling into the hands of the enemy. She was then run aground above Craney Island and the work of destruction commenced. We had but few boats with which to land our large crew safely on shore; consequently we had to leave all our personal effects on board the steamer.

I was one of 10 selected to destroy the ship and held the light for Mr. Oliver, the gunner, to uncup the powder in the magazine to insure a quick explosion and, necessarily, was among the last to leave her decks. A more beautiful sight I never beheld than that great ship on fire; the flames issuing from the port-holes, through the grating and smoke-stack. That conflagration was a sight ever to be remembered.

Thus closed the life—Saturday night, May 12, 1862—of our gallant ship. Our crew landing Sunday morning, possibly about 4 o'clock, we had to walk to Suffolk, arriving there that night, having been without food since Saturday noon. We took the train and reached Richmond the next day and were ordered to Drury's Bluff. There we kept the enemy from Richmond,—stopped the progress

of the entire fleet, including the "Monitor," that had refused to meet the same men when on the decks of the "Virginia." With considerable loss to them, and but little to us, we drove the entire Federal fleet back down the river.

E. V. WHITE, of Georgia,
(now a resident of Portsmouth, Va.)
Ass't Engineer Str. "Virginia," C. S. Navy.

In writing the above recollections I think it pertinent to state my position during those trying times of the memorable "Virginia."

I was stationed on the gun deck in charge of the gong and speaking tube leading to the engine room and directly under the commanding officer of the ship for conveying his orders to that department for starting, backing and stopping the engines and bringing hot shot to the guns from the fire-room—having five port-holes on bow and sides through which to witness all that was occurring during those days.

E. V. W.

The commander of the "Gassendi," a French man-of-war, who witnessed the combat, made a report to his government from which the following are extracts:

"On the morning of the 8th, light breeze from the N. N. W.; very fine weather; slight ebb tide. About 12:40, a mass, having the appearance of a barrack's roof surmounted by a large funnel, appeared at the entrance of Elizabeth River, a little inside of Sewell's Point. Every one recognized the 'Merrimac' immediately, which, accompanied by two gunboats, the 'Beaufort' and the 'Raleigh,' advanced slowly toward the channel of Hampton Roads. After several evolutions, executed doubtless to assure herself of the good working of her machinery, the 'Merrimac' seemed for an instant to turn back toward Norfolk; but in a short after she boldly started again on her course at an apparent speed of six knots, standing for the Federal sailing frigates 'Cumberland' and 'Congress,' anchored at the entrance of the James River. The two gun-

boats remained at the entrance of the Elizabeth River to watch the movement of the Federal vessels anchored off Fortress Monroe.

"The Federal naval force at the anchorage consisted of the screw frigate 'Minnesota,' for more than a month cleared for action, with steam up; of the screw frigate 'Roanoke,' also cleared for action, but which an inexplicable negligence had allowed to remain for four months with her main shaft broken, and which tried to deceive the enemy by a useless blowing off of steam; of the sailing frigate 'St. Lawrence,' which had arrived the day before to replace the 'Cumberland' at Newport News, and which had anchored at quite a distance outside; of two three-masted ships, each armed with six cannon. There were besides four gunboats, paddle-wheel or screw; half a dozen tugboats (each carrying a 30-pounder Parrott), and an equal number of ferry boats. Not one of these vessels appeared to notice the arrival of their formidable enemy in the Roads and it was more than a quarter of an hour after her appearance that a shot fired by one of the gunboats announced that she was in sight.

"At about 1:30 the 'Minnesota' hoisted her jib and started at moderate speed, aided by a tugboat towing by the starboard side. The 'Roanoke,' towed by two tugboats, followed her more slowly still. Having arrived near the Rip Raps the 'Minnesota' stopped and ran out lines as though to take the 'Roanoke' in tow; but she soon appeared to relinquish that and about 2 o'clock she at length started at a speed of seven or eight knots standing toward Newport News, where the engagement took place. Her tugboat (the 'Dragon'), then went to the aid of the 'Roanoke,' which continued to advance slowly, her three tugs being unable without great difficulty to make her stem the current.

"The paddle-wheel gunboat, 'Whitehall,' and the screw gunboat, 'Mystic,' bore off toward Newport News also, but they took a very minor part in the fight. As these vessels came abreast of Sewell's Point battery that

battery opened fire on them. They replied to it; but this fire at long range (about 2,500 meters), to which was added that of the Rip Raps, could but produce an insignificant effect.

"About 2:30 the 'Minnesota' ran aground on the shoals north of Hampton Middle Ground, a mile from Newport News. The Southern batteries and gunboats fired upon her at long range. The 'Roanoke' fearing, doubtless, to take ground also, which her want of speed rendered imminent, then changed her course and, spreading her sails, came back to the anchorage off the Fortress, where she arrived about 4 o'clock. The tugs went to the aid of the 'Minnesota.' The 'Mystic' came back to the anchorage also about the same hour, and the frigate, 'St. Lawrence,' which up to that time had steadily proceeded toward the scene of the engagement, imitated likewise the maneuver of the 'Roanoke' and 'Mystic.'

"The 'Merrimac,' however, had continued to direct her course toward the frigates which she wished to destroy. The two gunboats had rejoined her and at 2 o'clock she was at the entrance of the James River. She was immediately greeted by a violent cannonade from the two frigates and from the batteries of Newport News. The Confederate battery at Pig Point replied. The fight was then hidden from us in a great measure by the point, which allowed us to see only the masts of the frigates; but we were able to estimate the force of the fire, which during a quarter of an hour, particularly, was of the hottest. We could see the entrance of the river constantly swept in all directions by the shot that ricocheted and the strength of the detonations indicated to us that they were guns of the heaviest calibre, which were testing the armor of the 'Merrimac.' This vessel, after having delivered a broadside at the 'Congress,' the nearest of the two frigates, advanced toward the 'Cumberland,' whose formidable battery might well be dreaded, and struck her amidships at a speed of four or five knots, partially breaking her ram. After drawing off two ships' lengths, and having delivered a second broadside at

the 'Congress,' the 'Merrimac' a second time rammed the 'Cumberland,' which sank almost immediately. It was then about 2:30. It would seem that this second blow was unnecessary.

"The two steamers, 'Yorktown' and 'Jamestown,' which, having descended the James River, awaited a little higher up the moment of attack; after having opened fire upon the 'Congress' in passing, appeared in Hampton Roads and engaged in a very sharp fight with the two Federal gunboats and the stranded 'Minnesota.'

"The 'Merrimac' reappeared also outside the point, fired alternately at the 'Congress' and the batteries of Newport News, while the Southern gunboats did likewise. Toward 3 o'clock that frigate hoisted her jib, sheeted home her topsails, ran forward a ship's length and grounded immediately on the sand banks south of the entrance of the river. Almost at the same instant she struck her colors, which she replaced by a white flag and a little later she hoisted another at the mainmast.

"It was at this time that the following incident occurred, of which the Southern papers complain:

"So soon as the white flag had announced to the Confederates the surrender of the frigate, they ceased firing and one of their gunboats, the 'Raleigh,' approached her and ran alongside of her on the starboard side to take off the officers and to tell the crew to go ashore in their boats; but at the moment that the gunboat in good faith came alongside the frigate guns fired by the Federals hid in the edge of the woods and some also from the 'Congress,' killed and wounded many officers and sailors of the 'Raleigh.' Some men, even on the 'Congress,' were struck by balls coming from the land. This incident, of which the Confederates have bitterly complained, has been copied by the majority of the Northern newspapers; not one has contradicted it. One of them (the *New York Herald*, of the 14th) has, on the contrary confirmed it.

"The 'Merrimac' continued to fire at the

batteries of Newport News up to the moment that the 'Raleigh' drew off from the 'Congress' (about 4 o'clock). All of them drew near to the 'Minnesota' which, still aground and slightly inclined to starboard and surrounded by three or four gunboats, exchanged shots at long range with the 'Yorktown' and 'Jamestown.' The 'Roanoke' was already *en route* for the anchorage. The 'St. Lawrence,' which arrived on the scene of action, took part but for a short time and everything looked as though the resistance of the 'Minnesota' could not be prolonged.

"However, the shoalness of the water did not permit the 'Merrimac' to draw near to the frigate and the other vessels were of too slight a build to expose themselves near her powerful battery.

"The combatants appeared, besides, exhausted by the emotions and fatigue of a continued struggle of more than three hours. Perhaps the Confederates, almost sure of taking the frigate on the morrow, did not wish to damage the hull nor the machinery too much. However it may be, the fire slackened a great deal. About 6 o'clock it had entirely ceased and the vessels disappeared little by little in the fog which obscured the horizon. At 7:30 the 'Congress' was on fire and blew up at midnight with a tremendous report. The Confederates had succeeded, besides, in cutting out in the James River and taking to Norfolk the water tank 'Reindeer,' which alone supplied the fort and vessels with water.

"Everything seemed desperate on the evening of the 8th and a general panic appeared to take possession of everyone. The terrible engine of war, so often announced, had at length appeared and in an hour at most had destroyed two of the strongest ships of the Union, silenced two powerful land batteries and seen the rest of the naval force, which the day before blockaded the two rivers, retreat before her. Several vessels changed their anchorage and all held themselves in readiness to stand out to sea at the first movement of the enemy. Everything was in confusion at

Fortress Monroe: ferry boats, gunboats and tugboats were coming and going in all directions; drums and bugles beat and sounded with unusual spirit. Fortress Monroe and the battery of the Rip Raps exchanged night signals without intermission. In spite of the assistance of half a dozen steamers, the 'Minnesota' could not succeed in getting afloat again and I learned that a council of war held on the subject even entertained for a moment the thought of burning her. Already seven or eight guns had been thrown overboard and some others spiked, when about 8:40 the 'Monitor' (Ericsson battery) arrived, which was to save the 'Minnesota' and the rest of the vessels at the anchorage.

"The sending of this new auxiliary restored the shaken confidence. She immediately directed her course toward the place where the frigate was stranded and anchored beside her. The Confederate vessels had taken their position under Sewell's Point, and the night passed without incident, each one awaiting with impatience the results of the trial of the morrow.

"On the morning of the 9th, slight breeze from the east; very fine weather; light fog.

"At daylight, at the entrance of the Elizabeth River, the Confederate vessels were seen under steam, the 'Minnesota' still unmovable, and to the left of her, scarcely visible, a small black mass, surmounted by a curl of smoke.

"At 8 o'clock the fog completely dispersed. The 'Merrimac,' preceded by the 'Jamestown' and 'Yorktown,' stood for the Federal frigate. The lighter vessels commenced the attack, but the little black mass had put itself in motion and soon a cloud of smoke and the noise of two loud reports apprised the gunboats with whom they had to deal. They were then seen to abandon the attack and retire under the batteries of Sewell's (Point), leaving the 'Merrimac' to defend alone the honor of their young flag. The 'Minnesota,' occupied in efforts to get herself afloat, only took part in the fight at long intervals, and the action resolved itself into a veritable duel between two batteries. They engaged in the fight at first at long

range, but the two enemies were not slow in coming together, each one striving to find the weak spot in the armor of her adversary. In this contest of naval tactics entirely in a narrow channel of little depth, the 'Monitor,' whose draft is not half that of the 'Merrimac,' had an enormous advantage over the latter. Sure of her workings she could run at full speed, approach or retire, as she judged best, without fear of running aground. The Confederate battery, on the contrary, could not move nor perform any evolutions except with the greatest precaution, in spite of the evident great skill of her pilot.

"At the commencement of the action she grounded and remained immovable for a quarter of an hour. However, the fight continued with an equal ardor. Several times in their evolutions the two adversaries fired upon each other at a distance of a few meters, and in spite of their powerful batteries the projectiles bounded off perfectly harmless, apparently.

"Once the 'Merrimac' ran into the 'Monitor,' but whether her ram had been completely broken the day before or whether it was placed too high, she struck her enemy at the waterline and produced only a slight depression on the powerful armor plating which protected that part. Shortly after, the flagstaff of the 'Merrimac' was shot away by a ball and the tops in the Roads, as well as the ramparts of the fortress, saluted this accident with frantic hurrahs as a victory. But soon a sailor appeared on the gratings showing at the end of a staff the flag which had for an instant disappeared.

"Two or three times the Ericsson battery drew near to the 'Minnesota' and stopped firing to cool her guns. The frigate then fired a broadside at the 'Merrimac,' which replied with energy, and one of her balls struck the boiler of the tugboat 'Dragon,' which moored alongside of the stranded vessel held herself in readiness to take her in tow. The boiler exploded, causing the 'Dragon' to sink, scalding and wounding several men.

"At length, about 12:30, after four hours

of fighting, the 'Merrimac' started for Sewell's Point.

"The 'Monitor' came up to the 'Minnesota' and a little while after all the Confederate flotilla returned to Norfolk.

"During the following night the stranded frigate was gotten afloat, and at 2 A. M. of the 10th, one of the gunboats which had taken part in the fight, the 'Whitehall,' took fire and blew up at two cable lengths from the 'Gassendi.' At daylight the 'Minnesota' and the 'Monitor' anchored in the Roads.

"The 'Merrimac' appeared to me to have received 50 or 60 shot. The funnel was literally riddled, and the flagstaff shot away. None of the shot had made a very serious impression. The first iron plate of the armor, sometimes the second, was broken, but nowhere was the armor penetrated. Owing to the slope of the sides, even when the iron would break under the blow, there was no internal bending of the entire structure, as nearly always happened to the Ericsson battery. The unbroken plate remained almost intact. However, from the concussion caused by two shots, one at the edge, the other below the water-line, a piece of wood flew off inside, but the vessel did not make water in either case. The sloping arrangement of the separate and not very wide plates, fastened on the inside by nut-bolts, allowed the 'Merrimac' to be promptly repaired.

"During the morning of the 9th a ball from the 'Monitor' parted her ('Merrimac's') chain a little below the hawse hole, the anchor dropped and the chain, violently driven inward, seriously wounded a man. A gun was broken at the muzzle. They, nevertheless, continued to fire it without accident.

"It is asserted that at the time of the ramming of the 'Cumberland' a part of her crew leaped on the roofing of the 'Merrimac,' but they slid off the incline plane and the greater part were drowned. It is doubtless to this incident that the disappearance of 200 men from that ship is due.

"The 'Monitor' was hit by 23 projectiles.

Some shells were thrown by the 'Minnesota' at the 'Merrimac,' and they produced no more effect than a blow of a hammer. The balls from the 'Merrimac,' especially those fired almost muzzle to muzzle, produced some results. Three cylindro-conical balls fired from the rifle guns made an indentation nearly four inches deep on the armor plating. Two of them made an equally deep indentation on the inside of the turret, and a man leaning against the inside walls at the place receiving the blow was thrown forward and wounded. A third projectile struck one of the iron plates of the pilot-house and made such a depression that iron splinters were violently thrown off and blinded the captain, who at that moment was leaning his head against the plate. The other shots which reached the 'Monitor,' and were for the most part round did not appear to me to have produced a very great effect, those especially which struck the sides perpendicularly: two, however, struck the side at the edge of the deck, lifting and tearing it, causing the iron plates to give way and breaking three of them. The others only produced insignificant effects."

The above minute detail of the great combat by a foreigner and disinterested witness should put at rest forever the oft repeated assertion that the 'Monitor' defeated the 'Virginia.' The French ship was at anchor between Sewell's Point and the Rip Raps; and her commander had a good view of all that transpired, and his plain statements conclusively prove that the "Monitor" did not obtain a victory over the "Virginia."

Surgeon D. B. Phillips of the "Virginia" reported the casualties of the 8th as follows:

"Flag-officer F. Buchanan wounded in the left thigh, a minie-ball having passed entirely through the fleshy portion, grazing femoral artery and inflicting a serious wound. Lieut. R. D. Minor wounded in the left side. Midshipman Marmaduke, slight wound on the arm. Killed, Charles Dunbar, and — Waldeck. Wounded, William Burkes, seaman; John Capps, Company E. 41st Regiment; A.

J. Dalton, Company E, 41st Regiment; Emerson Ivas, seaman; and John Leonard, seaman." The Federal loss in the battles of the 8th and 9th of March was 201 killed and 108 wounded—the Confederate loss, 7 killed and 17 wounded.

On the 8th and 9th of March, 1862, the Confederate States fleet successfully encountered, defied and beat a force equal to 2,960 men and 220 guns as follows:

"Congress," burned, 480 men, 50 guns.
 "Cumberland," sunk, 360 men, 22 guns.
 "Minnesota," riddled, 550 men, 40 guns.
 "Roanoke," driven off, 550 men, 40 guns.
 "St. Lawrence," driven off, 550 men, 40 guns.
 Two or three gunboats, disabled, 120 men, 6 guns.
 "Monitor," ironclad, disabled and driven off to shoal water, 150 men, 2 guns.
 Forts at Newport News silenced, 200 men, 20 guns.

OFFICERS OF THE "VIRGINIA."

Commodore Franklin Buchanan, of Maryland.
 Lieutenant Catesby Ap. R. Jones, of Virginia.
 Lieutenant Charles C. Shams, of Virginia.
 Lieutenant Robert D. Minor, of Virginia.
 Lieutenant Hunter Davidson, of Virginia.
 Lieutenant John Taylor Wood, of Louisiana.
 Lieutenant J. R. Eggleston, of Mississippi.
 Lieutenant Walter R. Butt, of Portsmouth, Virginia.
 Midshipman R. C. Foyt , of Tennessee.
 Midshipman H. H. Marinaduke, of Missouri.
 Midshipman H. B. Littlepage, of Virginia.
 Midshipman W. J. Craig, of Kentucky.
 Midshipman J. C. Long, of Tennessee.
 Midshipman L. M. Roots, of Virginia.
 Paymaster, James Semple, of Virginia.
 Surgeon, D. B. Phillips, of Virginia.
 Assistant Surgeon, A. S. Garnett, of Virginia.
 Captain of Marines, R. T. Thom, of Alabama.
 Chief Engineer, H. Ashton Ramsey, of Virginia.
 Assistant Engineer, John W. Tynan, of Virginia.
 Assistant Engineer, Loudon Campbell, of Virginia.
 Assistant Engineer, Benjamin Herring, of North Carolina.
 Assistant Engineer, E. V. White, of Georgia, now of Portsmouth, Va.
 Assistant Engineer, E. A. Jack, of Virginia.
 Assistant Engineer, Robert Wright, of Virginia.
 Boatswain, Charles H. Hasker.
 Gunner, Hugh Lindsay.
 Clerk, Arthur Sinclair, Jr.
 Volunteer Aid, Douglas F. Forrest.
 Captain, Thomas Kevill, United Artillery.
 Pilot, William Parrish.
 Pilot, William Clarke.
 Pilot, Itezekiah Williams.

Pilot, George Wright.
 Sergeant Tabb, Signal Corps.

Commodore Josiah Tatnall relieved Admiral Buchanan in command. On the 11th of April he took the "Virginia" and steamed down to Hampton Roads, expecting to have a desperate encounter with the "Monitor." In vain did the "Virginia" endeavor to prevail on the "Monitor" to leave her place of retreat, under the guns of Fortress Monroe. Proudly she sped to and fro through the water, challenging her opponent to come forth and do battle, but the challenge was unheeded. Finding her efforts to coax the "Monitor" out unavailing, she opened at 4 o'clock, precisely, on a large gunboat and a small tug boat with a large gun on her, both of which kept lurking around the shore, close into Hampton Creek, immediately in the vicinity of the Chesapeake Female Seminary (now the Soldiers' Home); at these she fired three shots, which were promptly responded to by each of them. The first shot the "Virginia" fired, appeared, from the position the writer occupied, to strike the water and pass right over the tugboat, going over on the land. The gun on board the small tugboat seemed to have a much longer range than that on board her larger consort, the shot from which fell short each time as far as the little tug boat's gun overshot the mark.

This battle was carried on at long range, be it remembered, as these vessels kept their position in shallow water where they knew it was impossible for the "Virginia" to get at them. Several of the shot from the little tug boat passed away over the "Virginia," and came in very uncomfortable proximity to the English and French vessels lying in the rear. There were some nine or ten shots exchanged on this occasion, and the "Virginia," finding it impossible to get the "Monitor" out, retired to her anchorage near the city.

The prizes captured by the fleet were the brig "Marcus," of Stockton, New Jersey; brig "Saboah," of Providence, and schooner "Catharine T. Dix," of Accomac. The two brigs were loaded with hay—one of them having

stalls for the accommodation of horses. The schooner was not loaded.

The prisoners numbered 13 in all,—11 white men and two negroes. The latter, as also three of the white men, hailed from the Eastern Shore of Virginia.

The fleet returned about 6 o'clock and came to anchor between Fort Norfolk and Craney Island. Shortly after their return, two Federal steamers, which had been caught at Newport News, and which remained out of sight while the "Virginia" was in the Roads, embraced the opportunity afforded them by her withdrawal, to advantage, and proceeded at once to Old Point.

One battery, engaged the Federal fleet when they bombarded the Sewell's Point fortifications on the 8th of May. This attack was vigorously made by the "Monitor" and the whole squadron from Old Point. The shower of great shells thundered and exploded all around us and some of the guns at the main fortifications were silenced; but as soon as the "Virginia" hove in sight our assailants immediately retreated under the guns of Fortress Monroe. Although thus twice challenged, the "Monitor" would never risk another fight with the "Virginia."

On the 10th of May the evacuation of Norfolk county was ordered and all troops were withdrawn from the seaboard. The C. S. S. "Virginia" was destroyed by her own crew, who had made her the marvel of the world; Lieutenant Jones says:

"In order that the ship might be carried up the James River we commenced to lighten her, but ceased on the pilots saying they could not take her up. Her shield was then out of water; we were not in fighting condition. We therefore ran her ashore in the bight of Craney Island, landed the crew and set the vessel on fire. The magazine exploded about 4:30 on the morning of the 11th of May, 1862.

The crew arrived at Drewry's Bluff the next day, and assisted in defeating the "Monitor," "Galena" and other vessels on the 15th of May. Commodore Tatnall was tried by court-martial for destroying the "Virginia," and was "honorably acquitted" of all the charges. The Court stated the facts and their motives for acquitting him. Some of them are as follows: "That after the evacuation of Norfolk, Westover, on the James River, became the most suitable position for her to occupy; that while in the act of lighting her, for the purpose of taking her up to that point, the pilots for the first time declared their inability to take her up. * * * That when lightened she was made vulnerable by the attacks of the enemy. * * * The only alternative, in the opinion of the Court, was to abandon and burn the ship then and there, which, in the judgment of the Court, was deliberately and wisely done."

There are side by side in the cemetery attached to the Naval Hospital at Portsmouth, the graves of two of the subjects of Queen Victoria, both of whom were killed on the 8th of March, 1862,—in the same battle, but on opposite sides. The "Virginia," as she steamed down the harbor on that day to engage the Federal fleet in Hampton Roads, was accompanied by several small gunboats, among which was the "Beaufort," and on the "Beaufort" was a gallant British sailor named William Robinson. He was a young man only 28 years old and was conspicuous for his bravery. He was killed by a musket ball fired from the shore batteries at Newport News, and was buried here. By his side lies the remains of a young Irishman, Thomas Fay, who was killed on the United States frigate "Cumberland" by a shot from the "Virginia," and thus these two men, subjects of the same nation, fighting as volunteers against each other, fell on the same day and were buried together.

CHAPTER VII

MILITARY HISTORY OF THE COUNTY—Continued

NORFOLK COUNTY UNDER MILITARY RULE—POST-BELLUM OR RECONSTRUCTION TIMES—PATRIOTISM OF CONFEDERATE SOLDIERS AND SAILORS—LIST OF THE SOLDIERS AND SAILORS OF NORFOLK COUNTY—CONFEDERATE FLAGS AND GREAT SEAL—SISTERS OF MERCY.

The evacuation of Norfolk county by the Confederates was the occasion of great distress to the people and their worst fears of military rule by the invaders were fully realized. It is a dark and dreadful chapter in the history of our county. The infamous tyranny of the Federal commanders exceeded that of Dunmore's in the Revolutionary era. Old men, women and children were subjected to every conceivable indignity from both white and black soldiers. Where the out-posts were stationed in the country, negro soldiers paced in front of the farm houses and sometimes at the dead of night they would fire musket balls through the window glass to terrify the defenseless women and children. Upon flimsy pretexts old men were thrown into prison, incarcerated in jails or the casemates at Fortress Monroe; savages of war were turned loose to tyrannize over the people, and destroy their property. David M. Wright, a prominent physician and respected citizen of Norfolk, with proud spirit, resenting an insult by an insolent officer of a negro company, shot him down in hot blood, and was executed under Butler's rule.

A Confederate flag was stretched across

the narrow gateway to the ferry to force the people to trample upon it—a contemptible scheme to humiliate the inhabitants. A young lady, not to be forced to degrade her own flag, picked it up, concealed it under her cloak and disappeared in the crowd. A file of soldiers was quickly called to recover the banner, but could never find the dashing girl who rescued the Southern Cross.

Churches were seized, converted into hospitals, barracks, and stables, and some entirely destroyed. Ten or 12 public school houses were torn down and the material used for camps.

The noble and devout rector of Trinity P. E. Church, Portsmouth, who ministered to the spiritual needs of his flock for 50 years—honored, respected, loved by them and the good citizens of all denominations, was thrown into prison and humiliated as a common felon because he omitted from prayers the name of the President, whose minions were insulting and murdering his kinsmen. Hear the Orders!

HEADQUARTERS, NORFOLK AND PORTSMOUTH,
NORFOLK, VA., Feb. 25, 1864.
(Extract.)

IV. It having been reported to the General com-

manding that J. H. Wingfield, of Portsmouth, is an avowed secessionist and that he takes every opportunity to disseminate his traitorous dogmas much to the annoyance of his loyal neighbors, and that on one occasion at a place of worship, while the prayer for the President of the United States was being read, his conduct was such as to annoy and disgust the loyal portion of the congregation, and believing a wholesome example is necessary for the benefit of Mr. Wingfield in particular, and the class in this community he represents in general, men of education and ability, who use the talents God has given them for the purpose of stirring up strife against the government of the United States, it is therefore ordered that the Provost Marshal arrest Mr. J. H. Wingfield and that he be turned over to Colonel Sawtelle, to work for three (3) months cleaning the streets of Norfolk and Portsmouth, thus employing his time for the benefit of that government he has abused, and in a small way atone for his disloyalty and treason.

By command of
BRIG.-GEN. E. A. WILD,
GEORGE H. JOHNSTON,
Capt. and A. A. G.

HEADQUARTERS 18TH ARMY CORPS,
DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,
FORTRESS MONROE, March 1, 1864.

The remainder of the sentence imposed by Brig.-Gen. Wild upon the Rev. Mr. Wingfield is remitted. He will be sent to Capt. Cassel's at Fortress Monroe for custody.

His punishment is remitted not for respect for the man, or for his acts, or because it is unjust, but because its nature may be supposed to reflect upon the Christian Church, which by his connection with it has been already too much disgraced.

By command of
MAJ.-GEN. BUTLER,
A. F. PUFFER,
Capt. A. D. C.

The names of Butler and Dunmore are imperishable insignias of infamy to the people of Norfolk County.

POST BELLUM OR RECONSTRUCTION TIMES.

The "Red Rock" days came upon the people of Norfolk County after Appomattox.

The tyranny of Butler, Viele and Wild, was reinforced by the swagger of the carpet-baggers and the boasts of the insolent negroes.

Confederate soldiers bearing the honorable parole of Gen. U. S. Grant were arrested and dragged before the provost marshal to have the buttons cut from their war-worn uniforms in the presence of gaping, motley

crowds of negroes and whites. No despot's sceptre ever struck more crushing humiliation to a brave and proud people than these uniformed cormorants in the name of Republican government. They used the camp followers to gather the "spoons" and rifle graves for their pockets. The new Constitution was the nest of fraud, which laid the burdens of taxation to enrich the coffers of carpet-baggers, who hood-winked their negro allies with the cry of "40 acres and a mule" from the confiscated property. Intelligence, worth and virtue were silenced under the hideous rule of ignorance and vice. Plunder under the forms of law was the aim of the ravenous schemers, who cried aloud in the name of loyalty to hide their booty.

The most contemptible of all the crimes in these unhallowed days was the shackling of our captive chieftain Jefferson Davis, and the indignation in every Southern home is aptly expressed in the editorial of the *Norfolk Day Book* of Tuesday evening, June 19, 1868: "No man, except with a dead soul, like that of the *Tribune*, can read the account of the shackling of JEFFERSON DAVIS, without feeling his bosom heave with emotion and indignation. The monstrosity of the order was well calculated to astound the political victim, the embodiment of the lost cause, and make him grasp for breath, and clutch his throat with the bony fingers of his right hand, his wasted figure towering to its full height, swelling with indignation and shrinking, not in terror, as is said, but in the indignation of his courageous manhood, from the sight of the rattling shackles. Properly did he characterize the orders when, losing temporary control of his feelings, he shouted,—'They are orders for a jailor—a hangman—which no soldier wearing a sword should accept. I tell you the world will ring with this disgrace. The war is over, the South is conquered. I have no longer any country but America, and it is for the honor of America, as for my own honor and life, that I plead against this degradation. Kill me! Kill me!' he cried passionately, throwing

his arms wide open, and exposing his heart, 'rather than inflict on me, and my people, through me, this insult, worse than death.'

"He resisted with all his strength, it is reported, the effort of the smith to place the shackles on his feet, until at last overcome they were fastened on. When the order was accomplished, Mr. Davis lay for a moment as in a stupor. Then, slowly raising himself, and turning round, he dropped his shackled feet to the floor. The harsh clank of the striking chain seems to have recalled him to a sense of his situation, and dropping his face into his hands, he burst into a passionate flood of sobbing, a manly outburst of feeling, swaying to and fro, and muttering at brief intervals 'Oh, the shame, the shame!' And yet there are ghouls and ravens in the garb of humanity, who will chuckle over this description, either as a sensational story, or, if true, justify the unnecessary outrage, and the unjust and inhuman order.

"The South, however, will view the statement by which the iron entered into the soul of the embodiment of her cause, as a shackling of herself, which was the foreshadowing of that political shackling, which the radical Thugs in Congress are now seeking to rivet upon her limbs, led on by the bloodthirsty men that control the legislation of the country. The clank of those fetters will resound through the future for centuries to come, and the biting irons will take their place beside those which once bound the limbs of the great GENOESE."

Another episode which aroused the ire of our people was the conduct of *conquering heroes* (?) in regard to the memorial window in Trinity P. E. church, Portsmouth, Virginia.

The following extracts from letters written here in 1868 show the condition of the minds of Southerners on the subject.

From a letter dated April 14, 1868,—

*** Sunday we were all much surprised on going to church to see a magnificent memorial window in the middle south window. It represents Virginia weeping for her sons. A female figure is leaning on a monu-

ment, and inscribed on the monument: "To the memory of James G. Hodges, Bristoe B. Gayle, Alexander B. Butt, Frank N. Armistead, William H. Cocke, William H. Bingley, St. Julien Wilson, Stephen A. Cowley, A. Dulaney Forrest, who died during the years 1861 and 1865 in defense of their native State, Virginia, against the invasion by the U. S. forces."

On the upper part of the window is the face of an angel, with outstretched wings, and it is the most beautiful thing I ever saw. The Yankee pew-holders took offense at the word *invasion*, I suppose, and yesterday your father received the following communications, which I think you would like to see. You will see that no reason is given for their withdrawal. One of the "dissatisfied," in a conversation with your father, expressed the hope that there will be some alteration made in the window so that the Navy Yard people may return. But I reckon they will wait a long time for that. Not one member of the whole congregation will ever give their consent to have one word erased—not if the whole Yankee nation would come to see us. All this took place yesterday. This morning Mr. J. E. rented one of the pews vacated by "Their Honors." Captain H. thinks he will take another, and I reckon that Mr. N. will take one. Mr. G. says he will increase his pew-rent 100 per cent. We do not know by whom the window was presented to the church. We at first thought it was our old pastor, but we hear now that he did not. The donor wishes his or her name to be kept secret. Captain Rodgers says in his letter: "I regret very much to leave Trinity Church, but as I cannot with propriety continue to be a member of its congregation, I beg leave to withdraw from it and give up my pew." H. Newell, chief engineer, wrote: "Circumstances compel me to withdraw from the congregation of Trinity Church. You will please consider my pew vacated."

Commander Pattison writes: "I regret the necessity that compels me to relinquish my pew in Trinity Church from this date." Capt. George H. Cooper says: "Owing to circumstances I respectfully resign the pew taken by me in Trinity Church." He only rented it last Saturday. Some are afraid that the military are carrying such a high hand that there will be an order sent to have the window taken out, but I reckon they will have to do it themselves, for not one of us would lend a hand.

From a letter dated April 30, 1868.

Since I last wrote you we have been in a real stew, first on account of the memorial window, which it was thought the military would order to be removed. Yesterday I heard that they thought it was a matter with which they had no right to interfere, and therefore no notice would be taken of it. To-day we learn that an order had been issued for its removal, but that the officers of the Navy Yard had protested against it and the order had been countermanded.

It is no more than they should have done, as they were the ones to kick up such a fuss about it. I shall be much surprised if the matter remains quiet.***

Two of the officers took their pews again and the



other officers also, as they heard that a cover had been placed over the inscription, which was really the case. Our dear old pastor, who presented the window to the church, was so disturbed to think that he had given offense, when his only object was to give a pleasant surprise, that he had a piece of black cloth placed over the inscription. That, again, caused the "Rebel" blood to rise and a young Confederate soldier removed the cloth, for which everyone condemns him, as it was placed there by the donor, and the Confederate was not a resident of this place and had no right to meddle with it at all.

Your father asked Captain Cooper, when he told him that they had heard that the inscription had been covered, if they took their pews with the knowledge that the cloth had been taken off. He said they were aware of that. But the next day he returned to say that he and Lieutenant Hammersly would retain their pews, but the other officers declined taking theirs. Citizens of the city have come in and rented the vacated pews.

From a letter dated May 16, 1868.

Since I wrote you last the Yankees have compelled us to take out of our church our beautiful memorial window. They actually (so we hear from various sources, and Father Plunkett says he read the order at the Navy Yard) received an order from Washington from the Secretary of the Navy to close the Navy Yard gates if the window was not removed before Saturday night. Of course the throwing of a thousand or more men out of employment was calculated to bring on a horrible state of things, and fears were entertained that the church would be torn down. That would have roused the Southerners, who as it is are much excited, and our dear old pastor concluded that the best way to preserve the peace would be to take the window out, but we all hope that the time is not far distant when it can be put back again. * * *

We have learned through Father Plunkett that an appropriation had been made by the "Best Government in the World" for the repairs of the Hospital building and the sea-wall, but afterward orders had been received to suspend the work until it was known what would be done with the window.

HEADQUARTERS SUB. DISTRICT OF NORFOLK AND PORTSMOUTH.

NORFOLK, VA., April 18, 1868.

To the Vestrymen of Trinity Church, Portsmouth, Virginia.

GENTLEMEN: Information having reached these headquarters that a memorial window has been placed in your church, commemorative of the dead of your church "who fell during the late rebellion," in language which has given offense to the Union sentiment of some of the attendants of the church, causing some U. S. officers to relinquish their pews and withdraw from the church, the Major Commanding desires you to furnish him with an exact copy of the inscription on the above window for his information.

Very respectfully, your obedient servant,

E. W. STONE,
Lieut. and A. A. G.

An exact copy was ordered to be furnished by the register, also a copy of the following resolution:

Resolved, That the vestry of the church disclaim any intention in permitting the erection of the memorial window lately placed therein to give offense to any person or persons attending upon the services of the church.

It seems from the above that the window was removed from the church in May, 1868, and was replaced in September, 1870, with the inscription changed to read as follows:

Given through respect for the Patriotism of the Dead and from sympathy with their bereaved friends by their old pastor on Easter Sunday, 1868.

And so the beautiful memorial window remains to-day and the truth of the unholy *invasion* of Virginia by U. S. forces will be remembered as long as her mountains hold to their foundations or her rivers empty into the sea—

Take down your memorial window,
Tenderly take it away,
Lay it aside as a relic:
In its place put another of grey.

In lieu of the gorgeous colors
Which glowed in the sun of May,
Let a cold light fall on the chancel,
Through a window of modest grey.

Let it have no word of inscription;
Never a hint of the fray!
Let it cast into the church a twilight,
Tender and soft and grey.

Then will the simple tribute
Even the ruthless stay,
And make them feel all the glory
Of the soldiers who fell in grey.

—James Barron Hope.

To the congregation of Trinity Church, Portsmouth, Virginia.

On the 16th day of March, 1869, Maj. Gen. George Stoneman, commanding the First Military District, Virginia, removed all of the old magistrates elected by the white people of Norfolk County and appointed men who could subscribe to the iron-clad oath in their places. The presiding justice, W. H. C. Lovitt, not

having been removed with his colleagues, resigned, and F. W. Lemosey was selected under the new regime of reconstruction. The military commander also removed other county officers at the same time. Maj. Samuel Etheridge, sheriff, was removed and Thomas W. Mahew appointed in his place. Griffin F. Edwards, elected clerk of the County Court almost unanimously by the white voters, was turned out by military edict and J. P. Hodges appointed in his place. Capt. W. Scott Sykes, county surveyor, was also removed by the same power and Benjamin B. Chandler appointed in his place. The term of Capt. V. O. Cassell, the attorney for the Commonwealth, expired on the 1st of January, 1869, and on the 19th a military edict named J. H. Remington of New York to fill the office—and soon followed the enfranchisement of the negroes. Even now some of the evils of the reconstruction period still fester in the body politic; but the struggle of the Anglo-Saxon will go on until every vestige of negro rule will be blotted out.

These reconstruction times were bitter days to those in whose bosoms throbbed Southern hearts. The yoke was heavy and strong; but it chastened the soul and made our people strive for new fortunes on industrial lines. The Confederate soldiers took the lead in agricultural and commercial pursuits; and the great development in the fields of Norfolk County and the splendid commercial growth of her cities are testimonials of Anglo-Saxon perseverance and power.

Norfolk County, including its two cities, sent the flower of its manhood to the army of the Confederate States; few except the old men and boys remained at home. Its artillery and cavalry companies made high marks in the game of war. Its sailors were as brave as Nelson's. Its infantry was unexcelled in the corps of the Army of Northern Virginia. The sons of Norfolk County shared the dangers of every war from the colonial wars to the Spanish-American War; but none with the patriotic unanimity and enthusiasm as the

Confederate War. The *New York Sun* arguing against the increase of the regular army and comparing the material of the contending armies said "The Confederate rank and file were composed wholly of raw men, and in the first two years of the war, volunteers. Yet what an infantry they were! Those of us who saw them charge in line of battle never approach a Confederate cemetery without taking off our hats in homage to the devoted braves who ever walked straight into the jaws of death without flinching." The Confederate private infantryman is the typical hero of the South. The Old South has grand memories and the New South has splendid anticipations. The spirit which moved the Old leads the New South.

It is that spirit which seeks truth through roughest paths and heeds no danger in its pursuit. It is that spirit which warmed the hearts and steeled the nerves to bear the burdens of both the Old and the New South. My ideal hero embraced it with superb unselfishness.

Some would say he should be Robert E. Lee, whose great heart and lofty leadership enchaind the everlasting affection of the South.

Some would say he should be "Stonewall" Jackson, whose magic power so often awakened the wonder of the world.

Some would say he should be Jefferson Davis, whose polished manhood held with unyielding nerve the pearl of Southern pride.

Some would say he was among the hosts of cavalymen and artillerymen, who flashed their swords and pulled their lanyards in battles often won.

Yes! These are the jewels of the South, and there are honors and memories for them; but I would take away the stars and trimmings and titles, for there was charm and inspiration in them.

I would eliminate, too, the higher grades of service.

The purest spirit, the deepest love, the greatest hero, the noblest manhood, was in the infantry private of the South.

He was reared when the "irrepressible conflict" quickened the pulse of the people. He was inspired by the intellectual gladiators of the South.

He gloried in the heroism of his ancestors, who had won the Republic from England. He shouldered the burdens of his convictions, he grasped his musket for his cause, he inhaled the smoke of battle, he felt the sting of the bullet, he bled from shot and shell.

He dared to die when he could foresee his unurned ashes scattered on the soil of his enemies.

Where is loftier heroism?

Where is nobler patriotism?

Where is truer manhood?

Where is grander chivalry?

Where is a more ideal hero?

For principles, he bore the heaviest cross.

For principles, he courted an unknown grave.

He touched elbows in the unwavering line of charge.

He gained victory with the point of the bayonet.

He dauntlessly rushed over earthworks.

He stood like a "stone wall" on the field.

He was strongest in battle.

He was gentlest in victory.

He was most powerful in the face of menace.

He was tenderest to the captured.

His pride was grand, his bravery exalted, his heroism majestic!

His marvelous simplicity of conduct was consonant with his beauty of heart!

His life in camp was characterized by praiseworthy endurance.

He met his privations with the calmness of a philosopher.

He enjoyed the pastimes of his tent with the guilelessness of a child.

He doted on his faded uniform and jeered at the "slick" silk hat, even on the head of a Confederate Congressman.

When the first year of his service had passed, he was bright with hope.

Fort Sumter had fallen and Manassas had emblazoned his bayonet with glory!

The second year passed, with 564 battles and engagements, including Shiloh, the Seven Days' battle, which made the dark waters of the Chickahominy run red, Second Manassas and Fredericksburg, and his prowess was proved to the civilized world.

The third year passed, with 627 battles and engagements.

It saw his pride at the highest and his hope brightest when, fresh from the victories of Chancellorsville, he invaded the soil of Pennsylvania.

Alas! for human hopes!

Gettysburg turned backward his footsteps and started anxiety in his breast.

How long could these bloody years last?

Surely, not longer than seven, as his ancestors' revolution had cost!

Then the fourth year passed, with 779 battles and engagements.

His anxiety was over.

He saw the inevitable end.

Hope of success was gone.

It was only a question of the days he might be spared before the bullet pierced his heart.

He saw the end before the statesmen in the Capitol at Richmond even surmised it. He knew overwhelming numbers would crush out the soldiery of the South.

His comrades were falling, and no recruits came to fill their places.

He saw the end and felt it in the summer of 1864, but his allegiance to the army, his duty to himself and his family bade him go almost daily to a hopeless slaughter, and often he marched to battle for his personal honor, without the slightest hope for his country's independence.

Can you imagine heroism more sublime than the private infantryman's who held the front lines of the Confederacy during the last half of 1864, and the winter and spring of 1865?

Around Petersburg, along the disastrous line of retreat to Appomattox, and even there,



he shouldered his musket and yielded ready obedience to the order for a charge, until his matchless commander said his duty to his country had been "faithfully performed," and further resistance would be a useless sacrifice.

He had enlisted as a private, he fought as a private, and then he returned to private life to battle for bread.

His country was lost, but a dauntless spirit directed him in the evolution to another citizenship. He guided the plow, wielded the axe, and did whatever his hand found to do, with the same unassuming fortitude which marked his career in the army.

He inspired courage in the young. He gave life to the weak, and grappled the new order of things with masterly mind.

Napoleon said: "True heroism consists in being superior to the ills of life in whatever shape they may challenge him to combat."

The infantryman not only felt as the illustrious warrior when he uttered this sublime sentiment, but he has demonstrated its truth by rising superior to all the evils of disaster, imbuing his associates with that resolute endurance which made him the breakwater of the Confederacy, and has made the bone and sinew of progress and prosperity of the New South.

As his is the glory of the past, so his is the strength of the present. Whenever you find him, whether laboring on your streets, building your ships or tilling your fields, pause and lift your hat, for the Confederate private infantryman is the typical hero of the South.

He is entitled to the absolute respect of the grandest in the land. Already many stately granite shafts commemorate our hero leaders, but shall there not be one higher by an hundred-fold and a thousand times more beautiful in design than any of these, dedicated to the infantry privates of the South?

Aye! I wish a shaft of burnished gold could lift its head from Virginia's valley, in which sleep the remains of Lee and Jackson, in memory of the private infantrymen of the Confederacy, emblazoning their glory to com-

ing generations, for their heroism is the grandest type of all the thousand bloody fields which have heralded Southern valor.

The private infantrymen were lowest in rank, yet highest in their loyalty to the finest sense of honor the human mind can conceive—grandest in humility, greatest in sincerity, purest in purpose; and never can temples of fame enshrine the memory of knightlier souls! The names of such heroes should be handed down to posterity.

The organizations and rosters of Norfolk County's soldiers are given in the history of Norfolk County, 1861-65, by John W. H. Porter of Portsmouth, from which for the most part is compiled the following alphabetical list of the gallant men embodied for the bloodiest war in which Americans were ever engaged. Many names not given in this list may be found in the roll of comrades of the several Camps of Confederate Veterans, in the succeeding chapter.

SOLDIERS AND SAILORS.

A.

Ashbury, John—Private in Co. C, 6th Va. Inf.
 Abdell, Thomas F.—Private in Co. D, 6th Va. Inf.
 Austin, Martin—Private in Co. D, 6th Va. Inf.
 Absolem, Thomas—Private in Co. D, 6th Va. Inf.
 Adams, Thomas S.—Private in Co. D, 6th Va. Inf.
 Archer, Robert L.—Private in Co. G, 6th Va. Inf.
 Det. div. prov. guard.
 Arrington, Peter—Private in Co. G, 6th Va. Inf.
 Prom. sergt.-maj.
 Anderson, John T.—Private in Co. H, 6th Va. Inf.
 Abdell, William H.—Private in Co. H, 6th Va. Inf.
 Atkinson, Junius A.—Private in Co. H, 12th Va. Inf.
 Anderson, Charles—Private in Co. H, 12th Va. Inf.
 Trans. to Huger's Battery, 1862.
 Abdell, James—Private in Norfolk Light Art. Blues.
 Addison, James—Private in Norfolk Light Art. Blues.
 Anderson, Charles W.—Private in Norfolk Light Art. Blues.
 Ashton, William—Private in Atlantic Art.
 Allen, George J.—4th Corporal United Art.
 Applewhite, A.—Private in United Art.
 Albright, Charles W.—Private in United Art.
 Abdell, Joseph—Private in Young's Harbor Guard-Art.
 Allen, William A.—Private in Young's Harbor Guard-Art.
 Aydlott, Thomas—Private in Young's Harbor Guard-Art.
 Ashly, William F.—3d corporal Co. F, 16th Va. Cav.

Ansel, John H.—Private in Co. F, 16th Va. Cav.
 Armistead, B. A.—Sergeant in Co. I, 13th Va. Cav.
 Armstrong, James E.—Sergeant in Co. F, 41st Va. Inf.
 Aydlott, John—Private in Co. I, 38th Va. Inf. Prom.
 coms. sergt.
 Allen, John R.—Private in Co. I, 38th Va. Inf.
 Ansel, Andrew J.—Private in Co. B, 61st Va. Inf.
 Asbold, William—Private in Co. B, 61st Va. Inf.
 Aydelott, Jacob—Private in Co. B, 61st Va. Inf.
 Accinelly, B. J.—Ord. sergeant in Co. D, 61st Va. Inf.
 Ashton, Gordon C.—Private in Co. D, 61st Va. Inf.
 Ashby, William—Private in Co. D, 61st Va. Inf.
 Aydelott, Henry C.—Private in Co. H, 61st Va. Inf.
 Adkins, G. B.—Private in Co. H, 61st Va. Inf.
 Armistead, F. W.—1st lieutenant in Co. I, 61st Va.
 Inf. Not re-elected; joined 13th Va. Cav.
 Absolom, Leonard—Private in Co. K, 61st Va. Inf.
 Archer, John W.—Private in 3d Va. Inf.
 Anderson, Charles—Private in Co. K, 3d Va. Inf.
 Ashton, Edgar—Private in Co. H, 3d Va. Inf.
 Ashton, I. V. B.—Private in Co. H, 3d Va. Inf.
 Atkinson, George K.—Private in Co. H, 3d Va. Inf.
 Atkinson, George W.—Private in Co. H, 3d Va. Inf.
 Anderson, John—Private in Co. D, 9th Va. Inf.
 Ash, Theophilus F.—Corporal in Co. G, 9th Va. Inf.
 Anderton, William T.—Private in Co. G, 9th Va. Inf.
 Adams, William D.—Private in Signal Corps.
 Adams, Charles S.—Private in Signal Corps.
 Averett, Thomas H.—Private in Signal Corps.
 Allie, Heine—Private in Co. H, 7th S. C. Regt.

B.

Bailey, Thomas A.—Private in Co. E, 32d Va. Inf.
 Brown, John W.—Private in Co. I, 38th Va. Inf.
 Bullock, William—Private in Co. I, 38th Va. Inf.
 Boggs, William—Private in Co. I, 38th Va. Inf.
 Bush, William—Private in Co. I, 38th Va. Inf.
 Blunt, Thomas—Private in Co. I, 38th Va. Inf.
 Butt, Henry James—Private in Co. A, 61st Va. Inf.
 Bright, George W.—Private in Co. A, 61st Va. Inf.
 Baxter, Thomas F.—1st lieutenant in Co. B, 61st Va.
 Inf. Prom. capt.
 Baxter, Benjamin F.—1st sergeant in Co. B, 61st Va.
 Inf.
 Barnard, Willoughby B.—4th sergeant in Co. B, 61st
 Va. Inf. Prom. 1st sergt.
 Brown, Ivy C.—Corporal in Co. B, 61st Va. Inf. Prom.
 1st sergt.
 Ballance, Stephen R.—Private in Co. B, 61st Va. Inf.
 Ballance, Stephen R., Jr.—Private in Co. B, 61st Va.
 Inf.
 Bowden, John A.—Private in Co. B, 61st Va. Inf.
 Beasley, Joachim—Corporal in Co. B, 61st Va. Inf.
 Bunnell, Kenneth—Private in Co. B, 61st Va. Inf.
 Ballentine, James M.—Private in Co. B, 61st Va. Inf.
 Bray, Thomas A.—Private in Co. B, 61st Va. Inf.
 Bourke, Thomas—Private in Co. B, 61st Va. Inf.
 Banks, William—Private in Co. B, 61st Va. Inf.
 Banks, James M.—Private in Co. C, 61st Va. Inf.
 Beals, Benjamin J.—Private in Co. C, 61st Va. Inf.
 Bell, Enoch F.—Private in Co. C, 61st Va. Inf.
 Byrum, William F.—Private in Co. C, 61st Va. Inf.

Berry, Martin—Private in Co. C, 61st Va. Inf.
 Boushell, M. A.—Private in Co. C, 61st Va. Inf.
 Bogart, John H.—1st sergeant in Co. C, 61st Va. Inf.
 Bradley, Reuben—Private in Co. C, 61st Va. Inf.
 Butt, John—Private in Co. C, 61st Va. Inf.
 Burford, Samuel—Private in Co. C, 61st Va. Inf.
 Byrum, James C.—Private in Co. C, 61st Va. Inf.
 Byrum, Gideon F.—Private in Co. C, 61st Va. Inf.
 Butt, A. B.—3d lieutenant in Co. D, 61st Va. Inf.
 Butt, Robert P.—Private in Co. D, 61st Va. Inf.
 Barrett, Joseph E.—Private in Co. D, 61st Va. Inf.
 Butt, Wesley G.—Private in Co. D, 61st Va. Inf.
 Barber, George W.—Private in Co. D, 61st Va. Inf.
 Ballance, Martin—Private in Co. E, 61st Va. Inf.
 Butt, Andrew—Private in Co. E, 61st Va. Inf.
 Butt, Thomas—Private in Co. E, 61st Va. Inf.
 Brinkley, William D.—Private in Co. E, 61st Va. Inf.
 Brittingham, Francis O.—Private in Co. H, 61st Va.
 Inf.
 Ballantine, John—Private in Co. H, 61st Va. Inf.
 Berryman, Edward F.—Private in Co. H, 61st Va. Inf.
 Prom. sergt.
 Bowden, William—Private in Co. H, 61st Va. Inf.
 Brummell, Richard—Private in Co. I, 61st Va. Inf.
 Barecroft, Edward—Private in Co. I, 61st Va. Inf.
 Beal, John—Private in Co. I, 61st Va. Inf.
 Balls, John R.—Private in Co. I, 61st Va. Inf.
 Burfoot, Jesse—Private in Co. K, 61st Va. Inf.
 Burton, George—Private in Co. K, 61st Va. Inf.
 Bateman, Martin—Private in Co. K, 61st Va. Inf.
 Bradley, Charles M.—Private in Co. K, 61st Va. Inf.
 Bailey, Charles L.—Private in Co. K, 61st Va. Inf.
 Bean, Frederick—Private in Co. K, 61st Va. Inf.
 Bradley, James—Corporal in Co. K, 61st Va. Inf.
 Biddle, Phillip W.—Captain in Co. F, 41st Va. Inf.
 Butt, Frederick—Private in Co. F, 41st Va. Inf.
 Butt, Henry—Private in Co. F, 41st Va. Inf.
 Butt, Francis—Private in Co. F, 41st Va. Inf.
 Barrett, William S.—Private in Co. F, 41st Va. Inf.
 Banks, Edwin—Private in Co. F, 41st Va. Inf.
 Butler, James N.—Private in Co. F, 41st Va. Inf.
 Bailey, William H. (1)—Private in Co. F, 41st Va. Inf.
 Bailey, William H. (2)—Private in Co. F, 41st Va. Inf.
 Ballentine, Thomas R.—Private in Co. F, 41st Va. Inf.
 Buck, David—Private in Co. F, 41st Va. Inf.
 Butt, Alexander B.—Adjutant in 41st Va. Inf.
 Barnes, Edward—Private in Co. A, 3d Va. Inf.
 Brown, Bartlett—Private in Co. A, 3d Va. Inf.
 Bateman, Raynor—Private in Co. A, 3d Va. Inf.
 Benton, Joseph J.—Private in Co. A, 3d Va. Inf.
 Britton, James J.—Private in Co. A, 3d Va. Inf.
 Bright, Thomas J.—Private in Co. A, 3d Va. Inf.
 Brownley, Daniel T.—4th sergeant in Co. B, 3d Va. Inf.
 Prom. 1st sergt.
 Borum, Edward C.—Sergeant in Co. B, 3d Va. Inf.
 Borum, John—Private in Co. B, 3d Va. Inf.
 Bush, Joseph M.—Private in Co. B, 3d Va. Inf.
 Bowen, Hine—Private in Co. B, 3d Va. Inf.
 Broughton, Joseph—Private in Co. B, 3d Va. Inf.
 Butler, John—Private in Co. B, 3d Va. Inf.
 Batters, Francis H.—Private in Co. B, 3d Va. Inf.
 Bright, John T.—Private in Co. B, 3d Va. Inf.
 Butler, Thomas—Private in Co. B, 3d Va. Inf.

- Bloxon, William H.—Sergeant in Co. H, 3d Va. Inf.
Prom. ord. sergt.
- Brown, William—Musician in Co. H, 3d Va. Inf.
- Barrett, George—Private in Co. H, 3d Va. Inf.
- Barrett, Solomon H.—Private in Co. H, 3d Va. Inf.
- Beeks, William H.—Private in Co. H, 3d Va. Inf.
- Boswick, William—Private in Co. H, 3d Va. Inf.
- Barrom, Osceola—Private in Co. H, 3d Va. Inf.
- Bland, Thomas—Private in Co. H, 3d Va. Inf.
- Bassett, William Henry—Private in Co. D, 9th Va. Inf.
- Bright, Johnathan—Private in Co. D, 9th Va. Inf.
- Bright, John W.—Private in Co. D, 9th Va. Inf.
Trans. to Grimes' Battery.
- Brent, John—Private in Co. D, 9th Va. Inf.
- Brown, James—Drummer in Co. D, 9th Va. Inf.
- Boutwell Richard—Private in Co. D, 9th Va. Inf.
Trans. to Grimes' Battery.
- Bateman, Robert—Private in Co. D, 9th Va. Inf.
- Byrd, Daniel—Private in Co. D, 9th Va. Inf.
- Brownley, A. M.—Private in Co. D, 9th Va. Inf.
- Beaton, John K.—First sergeant in Co. G, 9th Va. Inf.
- Brittingham, William H.—Corporal in Co. G, 9th Va. Inf.
- Brownley, William K.—Private in Co. G, 9th Va. Inf.
- Boyd, Henry C.—Private in Co. G, 9th Va. Inf.
- Buxton, John T.—Private in Co. G, 9th Va. Inf.
- Berry, George T.—Private in Co. G, 9th Va. Inf.
Trans. to navy 1863.
- Bennett, William B.—Private in Co. G, 9th Va. Inf.
- Barrett, W. H.—Private in Co. G, 9th Va. Inf.
- Burton, Robert P.—Private in Co. G, 9th Va. Inf.
- Brownley, Charles—Private in Co. G, 9th Va. Inf.
- Bailey, James M.—Private in Co. G, 9th Va. Inf.
- Bailey, Ephraim—Private in Co. G, 9th Va. Inf.
- Boushell, John—Private in Co. G, 9th Va. Inf. From.
Capt. Naval Bat.
- Bidgood, Willis—Corporal in Co. I, 9th Va. Inf.
- Barnes, Belson—Corporal in Co. I, 9th Va. Inf.
- Barnes, George—Private in Co. I, 9th Va. Inf.
- Bidgood, Nathaniel—Private in Co. I, 9th Va. Inf. Fur.
subst. 1862.
- Bidgood, J. H.—Private in Co. I, 9th Va. Inf.
- Bidgood, Tully W.—Private in Co. I, 9th Va. Inf.
- Bunting, William H.—Private in Co. I, 9th Va. Inf.
Trans. to navy 1862.
- Bunting, Lloyd—Private in Co. I, 9th Va. Inf. Trans.
to Co. C, 13th Va. Cav.
- Bunting, Francis H.—Private in Co. I, 9th Va. Inf.
- Bunting, Solomon—Private in Co. I, 9th Va. Inf.
- Burly, William—Private in Co. I, 9th Va. Inf.
- Busby, William A.—Private in Co. I, 9th Va. Inf.
- Butler, Robert M.—Third lieutenant in Co. K, 9th Va. Inf.
- Bilisoly, L. Augustus—First lieutenant in Co. K, 9th Va. Inf.
- Bilisoly, A. L.—Private in Co. K, 9th Va. Inf. Prom.
1st lieut.
- Benson, F. R.—Private in Co. K, 9th Va. Inf. Trans.
Signal Corps 1862.
- Bilisoly, Adolphus—Private in Co. K, 9th Va. Inf.
Prom. sergt.
- Bilisoly, U. B.—Private in Co. K, 9th Va. Inf.
- Brown, James W.—Private in Co. K, 9th Va. Inf.
Trans. Norfolk L. A. Blues 1862.
- Bilisoly, E. E.—Private in Co. K, 9th Va. Inf.
- Brown, Joe Sam.—Private in Co. K, 9th Va. Inf.
Trans. Norfolk L. A. Blues 1862.
- Brooks, E. S.—Private in Co. K, 9th Va. Inf.
- Brooks, Tudor F.—Private in Co. K, 9th Va. Inf.
Trans. Com. Dept. Mahone's Brig.
- Bennett, John C.—Private in Co. K, 9th Va. Inf.
- Barnes, George W.—Private in Co. K, 9th Va. Inf.
- Beeks, G. W.—Private in Co. K, 9th Va. Inf.
- Butt, Josiah—Private in Co. K, 9th Va. Inf.
- Bennett, William M.—Private in Co. K, 9th Va. Inf.
- Blamire, E. T.—Captain of Co. C, 16th Va. Inf. Not re-
elected 1862.
- Barrand, Thomas—Captain of Co. C, 16th Va. Inf.
- Dayton, William H.—First sergeant of Co. C, 16th Va. Inf.
- Bain, R. T. K.—Corporal of Co. C, 16th Va. Inf. Fur.
substitute 1862.
- Brittingham, James E.—Private in Co. C, 16th Va. Inf.
- Brownley, Joseph F.—Private in Co. C, 16th Va. Inf.
- Brown, Eugene H.—Corporal of Co. C, 16th Va. Inf.
Ap. engr. in navy.
- Butt, Wilson A.—Private in Co. C, 16th Va. Inf.
- Buff, August—Private in Co. C, 16th Va. Inf. Ap. hos-
pital steward.
- Brotherton, William E.—Second sergeant of Co. A, 6th Va. Inf.
- Bailey, William T.—First corporal of Co. A, 6th Va. Inf. Prom. first sergt.
- Baker, Isaiah G.—Private in Co. A, 6th Va. Inf.
- Banks, William T.—Private in Co. A, 6th Va. Inf.
Prom. sergt.
- Beasley, James W.—Private in Co. A, 6th Va. Inf.
- Bowman, Abraham—Private in Co. A, 6th Va. Inf.
- Butt, John J.—Private in Co. A, 6th Va. Inf.
- Bell, Joseph S.—Private in Co. A, 6th Va. Inf.
- Balsom, Arthur J.—4th corporal in Co. C, 6th Va. Inf.
- Bell, Washington—Private in Co. C, 6th Va. Inf.
- Bateman, Arthur—Private in Co. C, 6th Va. Inf.
- Brown, Edward—Private in Co. C, 6th Va. Inf.
- Bland, Samuel—Private in Co. C, 6th Va. Inf.
- Bourk, John—Private in Co. C, 6th Va. Inf.
- Belote, John W.—Private in Co. C, 6th Va. Inf.
- Brady, James E.—1st corporal in Co. D, 6th Va. Inf.
- Benson, Chris. C.—2d corporal in Co. D, 6th Va. Inf.
- Blunt, Stephen—4th corporal in Co. D, 6th Va. Inf.
- Bradley, Edward H.—Private in Co. D, 6th Va. Inf.
- Ballentine, Thomas—Private in Co. D, 6th Va. Inf.
- Ballance, John—Private in Co. D, 6th Va. Inf.
- Burgess, Miles—Private in Co. D, 6th Va. Inf.
- Butt, L. D.—4th corporal in Co. G, 6th Va. Inf. Ap.
hospt., steward, 1862.
- Biggs, William G.—Private in Co. G, 6th Va. Inf.
- Bell, Douglas—Private in Co. G, 6th Va. Inf. Trans.
18th Battalion Art. 1862.
- Bell, Robert S.—Private in Co. G, 6th Va. Inf. Trans.
18th Battalion Art. 1862.
- Biggs, James H.—Private in Co. G, 6th Va. Inf.
- Beale, Brooke—Private in Co. G, 6th Va. Inf. Ap.
sub-officer in navy.

- Boush, John T.—Private in Co. H, 6th Va. Inf. Det. wagon driver, 1862.
- Brown, Henry F.—Private in Co. H, 6th Va. Inf.
- Barnes, James—Private in Co. H, 6th Va. Inf.
- Bonfanti, John—Private in Co. H, 6th Va. Inf. Prom. corpl.
- Beane, William W.—Private in Co. H, 6th Va. Inf.
- Beale, Charles L.—3d lieutenant in Co. H, 12th Va. Inf.
- Baldry, John R.—3d sergeant in Co. H, 12th Va. Inf.
- Bew, George W.—Private in Co. H, 12th Va. Inf.
- Bunge, F.—Private in Co. H, 12th Va. Inf.
- Buis, John H.—Private in Co. H, 12th Va. Inf.
- Braithwaite, Thomas—Private in Co. H, 12th Va. Inf. Prom. corpl.
- Bryan, Fred P.—Private in Co. H, 12th Va. Inf.
- Brockett, William—Private in Co. H, 12th Va. Inf. Ap. engr. in navy? 1862.
- Brownley, William M.—Private in Co. H, 12th Va. Inf.
- Bracey, George—Private in Co. H, 12th Va. Inf.
- Blow, W. W.—Ordnance dept.
- Bunting, John W.—Private in Heavy Art.
- Beal, Edward—Private in Otey Battery Art., Lynchburg.
- Brown, George—Private in Fayette Art., Richmond.
- Burford, Martin L.—Private in Co. D, Art.
- Boyce, David—Private in Portsmouth Light Art.
- Bohannon, W. H.—Private in Portsmouth Light Art.
- Beaton, Edward E.—Private in Portsmouth Light Art.
- Brownley, A. M.—Private in Portsmouth Light Art.
- Bell, W. H.—Private in Portsmouth Light Art.
- Bland, Thomas—Private in Portsmouth Light Art.
- Brent, George—Private in Portsmouth Light Art.
- Backus, William T., Jr.—Private in Portsmouth Light Art.
- Batten, William A.—Private in Portsmouth Light Art.
- Bright, William Jordan—Private in Portsmouth Light Art.
- Boutwell, Richard M.—Private in Portsmouth Light Art.
- Beale, H.—Private in Norfolk Light Art. Blues.
- Bell, A. S.—Private in Norfolk Light Art. Blues.
- Benson, O. S.—Private in Norfolk Light Art. Blues.
- Bishop, W. I. E.—Private in Norfolk Light Art. Blues.
- Bell, N.—Private in Norfolk Light Art. Blues.
- Brock, L.—Private in Norfolk Light Art. Blues.
- Brickhouse, B. D.—Private in Norfolk Light Art. Blues.
- Brooks, E. W.—Private in Norfolk Light Art. Blues.
- Brown, V. H.—Private in Norfolk Light Art. Blues.
- Browne, Jos. S.—Private in Norfolk Light Art. Blues.
- Brown, E. P.—Private in Norfolk Light Art. Blues.
- Butler, R. M.—Corporal in Norfolk Light Art. Blues.
- Boothe, William—Corporal in Norfolk Light Art. Blues.
- Brickhouse, S. M.—Corporal in Norfolk Light Art. Blues.
- Busky, C. H.—Corporal in Norfolk Light Art. Blues.
- Bedest, Fred. L.—2d sergeant of Norfolk Light Art. Blues.
- Balsom, Benjamin F.—4th sergeant of Norfolk Light Art. Blues. Ap. coms. sergt.
- Barnes, John C.—Private in Norfolk Light Art. Blues.
- Barnes, Samuel A.—Private in Norfolk Light Art. Blues.
- Billups, Andrew J.—Private in Norfolk Light Art. Blues.
- Bobce, Louis—Private in Norfolk Light Art. Blues. In charge Ambulance Corps.
- Boole, John J.—Private in Norfolk Light Art. Blues.
- Burford, Martin—Private in Norfolk Light Art. Blues.
- Boutwell, L. W.—Private in Norfolk Light Art. Blues.
- Butt, George W.—Private in Norfolk Light Art. Blues.
- Butt, C. N. G.—Private in Norfolk Light Art. Blues. Det. clerk in Treas. Dept.
- Brown, Richard—Private in Norfolk Light Art. Blues.
- Browning, Henry C.—Private in Norfolk Light Art. Blues.
- Butt, Niemeyer—Private in Atlantic Art.
- Buford, Jabez—Private in Atlantic Art.
- Buchanan, J. W.—Private in Atlantic Art.
- Baum, Adam—1st sergeant in United Art.
- Bullock, John T.—Ord. sergeant in United Art.
- Bell, Miles K.—Private in United Art.
- Belote, John—Private in United Art.
- Betts, W. M.—Private in United Art.
- Bisby, Henry T.—Private in United Art.
- Bowers, George—Private in United Art.
- Bisby, W. J.—Private in United Art.
- Bunting, John—Private in United Art.
- Black, John T.—Private in United Art.
- Baker, George W.—Private in Young's Harbor Guard-Art.
- Benson, George—Private in Young's Harbor Guard-Art.
- Batten, Noah T.—Private in Co. C, 15th Va. Cav.
- Brown, Roscoe H.—Private in Co. F, 15th Va. Cav.
- Bunting, George S.—Private in Co. F, 15th Va. Cav.
- Berry, John—Private in Co. F, 15th Va. Cav.
- Berry, Samuel—Private in Co. F, 15th Va. Cav.
- Brice, George D.—Private in Co. F, 15th Va. Cav.
- Bullock, Joseph A.—Private in Co. F, 15th Va. Cav.
- Benson, Francis R.—1st sergeant in Signal Corps.
- Barnes, V. H.—Private in Signal Corps.
- Beach, William F.—Private in Signal Corps.
- Berwick, William—Private in Signal Corps.
- Blamire, James A.—Hospital Steward Richmond.
- Brownley, M. D.—Private in Naval Brigade.
- Barron, Samuel—Captain in C. S. Navy.
- Barron, Samuel, Jr.—Lieutenant in C. S. Navy.
- Bradford, Otey—Lieutenant in C. S. Navy.
- Blacknall, Dr. George—Surgeon in C. S. Navy.
- Barrom, Benjamin A.—Gunner in C. S. Navy.
- Brown, Eugene H.—Assistant engineer in C. S. Navy.
- Brown, John B.—Assistant engineer in C. S. Navy.
- Brockett, William B.—Assistant engineer in C. S. Navy.
- Baker, Thomas—Gunner in C. S. Navy.
- Bain, Robert M.—Carpenter in C. S. Navy.
- Bennett, William—Sailmaker in C. S. Navy.
- Benthall, Robert—Act. master's mate in C. S. Navy.
- Briggs, William—In C. S. Navy.
- Bridges, Thomas W.—Navy Department.
- Bilisoly, V. B.—Surgeon in C. S. Army.
- Boykin, Robert M.—Captain and assistant commissary.
- Brown, Richard T.—Private in Co. C, 11th Va. Regt.
- Bagnall, Richard D.—Assistant surgeon in 3d Ga. Inf.
- Berry, Joseph D.—2d lieutenant in Co. L, 17th N. C. Regt.
- Brit, Elisha—Private in Co. A, 4th N. C. Regt.



Bratt, Mark—Private in 2d N. C. Battalion.
 Bingley, William H.—Private in 3d N. C. Cav.
 Bright, Mark—Private in Co. B, 32d N. C. Regt.

C.

Carpenter, William M.—Private in Co. I, 47th N. C. Regt.
 Carter, John B.—Private in Co. C, 17th N. C. Regt.
 Crow, Benjamin M.—Sergeant in 1st Va. Inf.
 Council, James C.—Lieutenant-colonel in 26th Va. Inf.
 Cox, John W.—Private in Co. E, 26th Va. Inf.
 Chaplain, William M.—1st lieutenant in Co. I, 38th Va. Inf.
 Cooper, M. V. B.—Private in Co. I, 38th Va. Inf.
 Cooper, James—Private in Co. I, 38th Va. Inf.
 Capps, A. J.—Private in Co. I, 38th Va. Inf.
 Callis, Henry—Private in Co. I, 38th Va. Inf.
 Constable, Charles W.—Private in Co. I, 38th Va. Inf.
 Cofer, Robert E.—Private in Co. I, 38th Va. Inf.
 Cofer, Reuben F.—Private in Co. I, 38th Va. Inf.
 Choate, James C.—Captain of Co. A, 3d Va. Inf.
 Cherry, John H.—1st corporal in Co. A, 3d Va. Inf.
 Cherry, James C.—Private in Co. A, 3d Va. Inf.
 Cherry, James E.—Private in Co. A, 3d Va. Inf.
 Casey, Raynor—Private in Co. A, 3d Va. Inf.
 Culpepper, Maurice—Private in Co. A, 3d Va. Inf.
 Culpepper, Miles—Private in Co. A, 3d Va. Inf.
 Culpepper, Marshall—Private in Co. A, 3d Va. Inf.
 Coffield, J. A.—Private in Co. A, 3d Va. Inf.
 Creekmore, Malachi—Private in Co. A, 3d Va. Inf.
 Culpepper, David—Private in Co. II, 3d Va. Inf.
 Culpepper, Joshua—Private in Co. H, 3d Va. Inf.
 Culpepper, Joseph—Private in Co. H, 3d Va. Inf.
 Coston, Thomas—Private in Co. H, 3d Va. Inf.
 Carson, Robert W.—Sergeant in Co. F, 41st Va. Inf.
 Cuthrell, Enos—Private in Co. F, 41st Va. Inf.
 Cutherell, John W.—Private in Co. F, 41st Va. Inf.
 Cutherell, Joseph E.—Private in Co. F, 41st Va. Inf.
 Carter, William E.—Private in Co. F, 41st Va. Inf.
 Creekmore, Gregory—Private in Co. F, 41st Va. Inf.
 Curling, Ashwell—Private in Co. A, 61st Va. Inf.
 Castine, Jeremiah—Private in Co. A, 61st Va. Inf.
 Creekmore, Josiah—Private in Co. A, 61st Va. Inf.
 Castine, J. T.—Private in Co. A, 61st Va. Inf.
 Cooper, J. A.—Private in Co. A, 61st Va. Inf.
 Cooper, J. A.—Private in Co. A, 61st Va. Inf.
 Cooper, C. C.—Private in Co. A, 61st Va. Inf.
 Creekmore, Marshall O.—Private in Co. A, 61st Va. Inf.
 Creekmore, John W.—Private in Co. A, 61st Va. Inf.
 Prom. sergt.
 Creekmore, Willoughby W.—Private in Co. A, 61st Va. Inf.
 Culpepper, Daniel R.—Private in Co. A, 61st Va. Inf.
 Culpepper, John—Private in Co. A, 61st Va. Inf.
 Cotton, Benjamin C.—Private in Co. B, 61st Va. Inf.
 Creekmore, Seth—Private in Co. B, 61st Va. Inf.
 Curling, Joseph H., Sr.—Private in Co. B, 61st Va. Inf.
 Curling, Joseph H., Jr.—Private in Co. B, 61st Va. Inf.
 Cooper, William A.—Private in Co. B, 61st Va. Inf.
 Cartwright, James E.—Private in Co. C, 61st Va. Inf.
 Cox, Sharp K.—Private in Co. C, 61st Va. Inf.
 Creekmore, Theophilus—Private in Co. C, 61st Va. Inf.

Cowell, Benjamin B.—Private in Co. C, 61st Va. Inf.
 Prom. corpl.
 Curtis, Thomas—Private in Co. C, 61st Va. Inf.
 Chamberlaine, Thomas—Private in Co. D, 61st Va. Inf.
 Chamberlaine, William—Private in Co. D, 61st Va. Inf.
 Coston, William C.—Private in Co. D, 61st Va. Inf.
 Coston, Henry C.—Private in Co. D, 61st Va. Inf.
 Coston, Thomas J.—Private in Co. D, 61st Va. Inf.
 Cherry, William Alexander—Private in Co. D, 61st Va. Inf.
 Prom. corpl.
 Cooke, Thomas J.—Private in Co. D, 61st Va. Inf.
 Cotton, John—Orderly at Col.'s Headqrs., 61st Va. Inf.
 Charlton, Joshua—Corporal in Co. E, 61st Va. Inf.
 Charlton, Samuel Q.—Private in Co. E, 61st Va. Inf.
 Cartwright, Dempsey—Private in Co. E, 61st Va. Inf.
 Cherry, Absalom—Private in Co. E, 61st Va. Inf.
 Cherry, Richard—Private in Co. E, 61st Va. Inf.
 Corbit, Richard—Private in Co. E, 61st Va. Inf.
 Creekmore, Wesley P.—Private in Co. E, 61st Va. Inf.
 Curling, Bartlett—Private in Co. E, 61st Va. Inf.
 Curling, Edmond—Private in Co. E, 61st Va. Inf.
 Cutherell, George—Private in Co. E, 61st Va. Inf.
 Cutherell, Milton—Private in Co. E, 61st Va. Inf.
 Cutherell, William E.—Private in Co. E, 61st Va. Inf.
 Carr, James F.—2d lieutenant in Co. H, 61st Va. Inf.
 Ap. commissary.
 Crumpler, Solomon B.—Private in Co. H, 61st Va. Inf.
 Culpepper, Franklin J.—Private in Co. H, 61st Va. Inf.
 Cherry, Richard J.—Private in Co. H, 61st Va. Inf.
 Prom. sergt.
 Cherry, Miles—Private in Co. H, 61st Va. Inf.
 Cherry, John—Private in Co. H, 61st Va. Inf.
 Cherry, David—Private in Co. H, 61st Va. Inf.
 Cherry, Paul W.—Private in Co. H, 61st Va. Inf.
 Cooke, Antonio M.—Private in Co. H, 61st Va. Inf.
 Chamberlaine, Willis—Private in Co. H, 61st Va. Inf.
 Cason, John S.—1st sergeant in Co. K, 61st Va. Inf.
 Prom. 3d lieut.
 Culpepper, William A.—Private in Co. D, 9th Va. Inf.
 Prom. 1st sergt.
 Cutherell, Leonard—Private in Co. D, 9th Va. Inf.
 Cross, John—Private in Co. D, 9th Va. Inf.
 Cowper, Walter G.—Private in Co. D, 9th Va. Inf.
 Cleaves, Lemuel T.—Captain of Co. G, 9th Va. Inf.
 Culpepper, Roland H.—Private in Co. G, 9th Va. Inf.
 Creecy, George A.—Private in Co. G, 9th Va. Inf.
 Collins, George W. F. D.—Private in Co. G, 9th Va. Inf.
 Inf.
 Culpepper, Reuben—Private in Co. G, 9th Va. Inf.
 Crocker, J. O. B.—Captain of Co. I, 9th Va. Inf.
 Carney, Richard—Private in Co. I, 9th Va. Inf.
 Capps, Josiah—Private in Co. I, 9th Va. Inf.
 Cutherell, George A.—Private in Co. K, 9th Va. Inf.
 Collins, A. E.—Private in Co. K, 9th Va. Inf.
 Cocke, John N.—Private in Co. K, 9th Va. Inf.
 Cocke, William H.—Private in Co. K, 9th Va. Inf. Ap.
 ass't sur. 14th Va.
 Cassell, Charles E.—Private in Co. K, 9th Va. Inf.
 Prom. 1st lieut. Topo-Engr.
 Creekmur, Charles J.—Private in Co. K, 9th Va. Inf.
 Cherry, Eugene—Private in Co. K, 9th Va. Inf.
 Cutchin, J. F.—Private in Co. A, 16th Va. Inf.
 Culpepper, A. T.—Lieutenant in Co. C, 16th Va. Inf.
 Collins, William W.—Private in Co. C, 16th Va. Inf.

- Cooper, John G.—Private in Co. C, 16th Va. Inf.
 Cutherell, Samuel—Private in Co. C, 16th Va. Inf.
 Furnished substi. 1861.
 Cain, George D.—Musician in Co. A, 6th Va. Inf.
 Coffin, Thomas W.—Private in Co. A, 6th Va. Inf. Ap.
 hosp't. steward.
 Cooper, Fleming—Private in Co. A, 6th Va. Inf.
 Cooke, Ezekiel—Private in Co. A, 6th Va. Inf.
 Coston, James—Private in Co. A, 6th Va. Inf. Prom.
 corpl.
 Carter, Henry C.—Private in Co. A, 6th Va. Inf.
 Crane, Samuel—3d sergeant in Co. C, 6th Va. Inf.
 Clarke, John J.—Private in Co. C, 6th Va. Inf. Prom.
 corpl.
 Corprew, Samuel S.—Private in Co. C, 6th Va. Inf.
 Coleman, John M.—Private in Co. C, 6th Va. Inf.
 Crawley, George F.—2d lieutenant in Co. D, 6th Va.
 Inf. Prom. capt. Co. C.
 Carty, Robert J.—1st sergeant in Co. D, 6th Va. Inf.
 Coates, Wilson—5th sergeant in Co. D, 6th Va. Inf.
 Corprew, George—Private in Co. D, 6th Va. Inf.
 Clarke, William H.—Private in Co. D, 6th Va. Inf.
 Chamberlaine, William W.—3d lieutenant in Co. G,
 6th Va. Inf. Prom. capt. and A. A. G. on staff
 Gen. Walker.
 Catlett, John R.—1st sergeant in Co. G, 6th Va. Inf.
 Chisman, John R.—Private in Co. G, 6th Va. Inf.
 Clark, Fred W.—Private in Co. G, 6th Va. Inf.
 Cole, Cornelius M.—Private in Co. G, 6th Va. Inf.
 Core, John H.—Private in Co. G, 6th Va. Inf.
 Collier, James M.—Private in Co. G, 6th Va. Inf. As-
 signed Med. Dept. 1861.
 Cannon, Douglas C.—Private in Co. G, 6th Va. Inf.
 Trans. Signal Corps 1861.
 Cason, Benjamin F.—Private in Co. G, 6th Va. Inf.
 Prom. 2d lieut. Co. B, 9th Va.
 Crockett, George—Private in Co. G, 6th Va. Inf.
 Charlton, Joseph—Private in Co. H, 12th Va. Inf.
 Cusick, Thomas—Private in Co. H, 12th Va. Inf.
 Charlton, Cary—Private in Co. H, 12th Va. Inf.
 Connor, Thomas L.—Private in Co. H, 12th Va. Inf.
 Carroll, H. W.—Private in Co. H, 12th Va. Inf.
 Carlon, John—Private in Co. H, 12th Va. Inf.
 Connor, James—Private in Co. H, 12th Va. Inf.
 Carter, John R.—Private in Co. H, 12th Va. Inf.
 Crump, George R.—Private in Co. I, 12th Va. Inf.
 Crismond, George E.—Private in Portsmouth Light
 Art.
 Cummings, Southall—Private in Portsmouth Light Art.
 Creekmore, Walter A.—Private in Portsmouth Light Art.
 Culver, George D.—Private in Portsmouth Light Art.
 Clarke, W. T.—Sergeant in Norfolk Light Art. Blues.
 Cooke, John S.—Private in Norfolk Light Art. Blues.
 Collins, W. W.—Private in Norfolk Light Art. Blues.
 Capps, L. O.—Private in Norfolk Light Art. Blues.
 Cornick, H.—Private in Norfolk Light Art. Blues.
 Carroll, William S.—Private in Norfolk Light Art.
 Blues.
 Cocke, W. R. C.—Private in Norfolk Light Art. Blues.
 Cox, William R.—Private in Norfolk Light Art. Blues.
 Cutherell, William S.—Private in Norfolk Light Art.
 Blues.
 Cocke, P. St. George—Private in Norfolk Light Art.
 Blues.
 Connor, Christopher O.—Private in Norfolk Light Art.
 Blues.
 Curran, Albert G.—Private in Norfolk Light Art.
 Blues.
 Currier, Robert A.—Private in Norfolk Light Art.
 Blues.
 Carter, Richard W.—Assistant to commissary sergeant,
 Norfolk Light Art. Blues.
 Callis, William—Private in Atlantic Art.
 Cosby, W. H.—5th sergeant in United Art.
 Carr, W. H.—6th sergeant in United Art.
 Carstaphan, John—2d corporal in United Art.
 Capps, John—Private in United Art.
 Clarke, Alexander—Private in United Art.
 Clarke, Fred S.—Private in United Art.
 Cameron, Charles—Private in United Art.
 Cook, Edward—Private in United Art.
 Chestnut, Nicholas—Private in United Art.
 Cain, Richard C.—Private in United Art.
 Cornell, J. R.—Private in United Art.
 Conoway, Ed. J.—Private in Young's Harbor Guard-
 Art.
 Colonna, George M.—Private in Young's Harbor
 Guard-Art.
 Colonna, William—Private in Young's Harbor Guard-
 Art.
 Corbett, Thomas H.—Private in Young's Harbor
 Guard-Art.
 Curtis, Edward—Private in Young's Harbor Guard-
 Art.
 Crockett, John—Private in Young's Harbor Guard-
 Art.
 Chandler, Lindsay—Private in Pendleton's Art.
 Crow, Charles—Lieutenant in Purcell Battery, Rich-
 mond.
 Cooper, John F.—Captain Co. F, 15th Va. Cav.
 Cooper, Arthur—Private in Co. F, 15th Va. Cav.
 Cooper, Edward P.—Private in Co. F, 15th Va. Cav.
 Culpepper, Daniel M.—Private in Co. F, 15th Va. Cav.
 Cox, Thomas—Private in Co. F, 15th Va. Cav.
 Coleburn, William—Private in Co. F, 15th Va. Cav.
 Creamer, James—Private in Co. F, 15th Va. Cav.
 Creekmore, Alexander O.—Private in Co. F, 15th Va.
 Cav.
 Creekmore, J. J.—Private in Co. F, 15th Va. Cav.
 Capps, Andrew J.—Private in Co. C, 13th Va. Cav.
 Camm, Robert J.—Private in New Orleans Cadets.
 Corprew, O. H. B.—Captain and assistant quarter-
 master in Mahone's Div.
 Clarke, W. H.—Pilot in C. S. Navy.
 Cherry, Virginus—Seaman in C. S. Navy.
 Cone, Edward—Seaman in C. S. Navy.
 Cornick, James—Surgeon in C. S. Navy.
 Carlon, James—Assistant engineer in C. S. Navy.
 Corran, A. G.—Master's mate in C. S. Navy.
 Cooke, James W.—Captain in C. S. Navy.
 Cornick, Henry—Master in C. S. Navy.
 City, George W.—Assistant engineer in C. S. Navy.
 Cowley, Stephen A.—Captain and adjutant general.
 Cocke, W. M.—Assistant surgeon in C. S. Army.

Cherry, I. J.—Assistant surgeon in C. S. Army.
 Covert, J. M.—Assistant surgeon in C. S. Army.
 Cooke, Giles B.—Major and assistant inspector general.
 Cunningham, Arthur C.—Lieutenant-colonel in 10th Ala. Regt.
 Cooke, William G.—Private in Co. K, 30th Battalion.
 Carr, John Robert—
 Cooper, James Samuel—Private in Co. I.
 Carroll, John F.—Private in Co. A.

D.

Davis, Elzy—Private in Co. I, 38th Va. Inf.
 Dier, Edward F.—Private in Co. I, 38th Va. Inf.
 Dozier, James W., Jr.—Private in Co. I, 38th Va. Inf.
 Downing, Charles W.—Private in Co. I, 38th Va. Inf. Prom. capt.
 Detrick, John—Private in Co. F, 41st Va. Inf.
 Dashiell, Levin H.—Private in Co. F, 41st Va. Inf.
 Dey, Apollos O.—Private in Co. F, 41st Va. Inf.
 Dey, David—Private in Co. F, 41st Va. Inf.
 Davis, William T.—Private in Co. F, 41st Va. Inf.
 Deyser, Luke—Private in Co. F, 41st Va. Inf.
 Dunford, Virgil H.—Private in Co. I, 41st Va. Inf.
 Dudley, William R.—Sergeant in Co. A, 61st Va. Inf.
 Diggs, Benjamin F.—Private in Co. A, 61st Va. Inf.
 Deford, John W.—Private in Co. A, 61st Va. Inf.
 Davis, William G. B.—Private in Co. B, 61st Va. Inf.
 Davis, James—Private in Co. B, 61st Va. Inf.
 Doxey, David W.—Private in Co. B, 61st Va. Inf.
 Dudley, Willis W.—Private in Co. B, 61st Va. Inf.
 Darnold, John W.—Private in Co. C, 61st Va. Inf.
 Deconier, John—Private in Co. C, 61st Va. Inf.
 Doxey, Grandy B.—Private in Co. C, 61st Va. Inf.
 Dunstan, W. H.—Corporal in Co. D, 61st Va. Inf.
 Davis, John Harrison—Private in Co. D, 61st Va. Inf.
 Drewry, William—Second lieutenant in Co. E, 61st Va. Inf.
 Deford, Richard H.—Private in Co. E, 61st Va. Inf.
 Dillon, Lee W.—Private in Co. K, 61st Va. Inf.
 Duke, Gideon—Private in Co. A, 3d Va. Inf.
 Davis, John W.—Private in Co. B, 3d Va. Inf. Det. to work in Navy Yard 1863.
 Dunn, Edward—Private in Co. B, 3d Va. Inf. Ap. drum major 1861.
 Dixon, John R.—Corporal in Co. F, 3d Va. Inf. Prom. sergt.
 Deans, Joseph—Private in Co. H, 3d Va. Inf.
 Dongan, James W.—1st lieutenant in Co. H, 3d Va. Inf.
 Dolly, William—1st lieutenant in Co. H, 3d Va. Inf.
 DeGraw, William—Corporal in Co. D, 9th Va. Inf. Furnished sub. 1861.
 Deakin, George—Corporal in Co. D, 9th Va. Inf.
 Darden, Richard—Corporal in Co. D, 9th Va. Inf.
 Day, William—Corporal in Co. D, 9th Va. Inf. Trans. to Gov's Guard.
 Darden, Samuel—Corporal in Co. D, 9th Va. Inf.
 Darden, Joseph L.—Corporal in Co. D, 9th Va. Inf.
 Denson, Virginius S.—Private in Co. G, 9th Va. Inf.
 Dozier, Cornelius M.—2d lieutenant in Co. I, 9th Va. Inf.
 Dennis, Samuel—Private in Co. I, 9th Va. Inf. Trans. to Co. C, 13th Va. Cav.

Duncan, Blanch—Private in Co. I, 9th Va. Inf.
 Duncan, John—Private in Co. I, 9th Va. Inf.
 Duncan, Richard—Private in Co. I, 9th Va. Inf.
 Daughtrey, William—Private in Co. I, 9th Va. Inf.
 Duke, Henry—Private in Co. I, 9th Va. Inf. Trans. to Co. C, 13th Va. Cav.
 Duke, Lewis—Private in Co. I, 9th Va. Inf.
 Dyson, Walter W.—Private in Co. K, 9th Va. Inf.
 Dent, William—Private in Co. K, 9th Va. Inf. Detached 1861.
 Daughtrey, Robert T.—Private in Co. K, 9th Va. Inf.
 Davis, J. C. A.—Private in Co. K, 9th Va. Inf.
 Dunderdale, J. A. F.—Private in Co. K, 9th Va. Inf.
 Davis, W. W.—Sergeant in Co. C, 16th Va. Inf.
 Dann, Silas—Private in Co. C, 16th Va. Inf. Prom. sergt.
 Darden, Edward—Private in Co. C, 16th Va. Inf.
 Deal, William—Private in Co. C, 16th Va. Inf.
 Diggs, William W.—Private in Co. C, 16th Va. Inf.
 Deal, Willis—Private in Co. A, 6th Va. Inf.
 Denson, Alexander J.—2d lieutenant in Co. C, 6th Va. Inf. Prom. 1st lieutenant.
 Dashiell, James W.—3d lieutenant in Co. C, 6th Va. Inf. Prom. 2d lieutenant.
 Doyle, Nathan C.—Private in Co. C, 6th Va. Inf.
 Dunn, Thomas—Private in Co. C, 6th Va. Inf.
 Donald, Caleb J.—Private in Co. D, 6th Va. Inf.
 Deiches, W.—Private in Co. G, 6th Va. Inf. Det. in Hospt.
 Dey, James B.—Private in Co. G, 6th Va. Inf.
 Dashiell, James J.—Private in Co. H, 6th Va. Inf.
 Dunbar, John T.—Private in Co. H, 6th Va. Inf. Ap. sergt. 1863.
 Dunn, William F.—Private in Co. H, 6th Va. Inf. Prom. corpl.
 Dunn, William A.—Private in Co. H, 6th Va. Inf.
 Dashiell, Charles—2d lieutenant in Co. H, 12th Va. Inf.
 Dashiell, John M.—3d corporal in Co. H, 12th Va. Inf.
 Dozier, Thomas L.—Private in Co. H, 12th Va. Inf.
 Davis, Thomas H.—Private in Co. H, 12th Va. Inf.
 Davis, William H.—Private in Co. H, 12th Va. Inf.
 Diggs, James—Private in Co. H, 12th Va. Inf.
 Dobbs, Andrew J.—Private in Co. H, 12th Va. Inf.
 Dashiell, F. S.—Private in Co. H, 12th Va. Inf.
 Drewry, John B.—Private in Co. F, 32d Va. Inf.
 Drummond, Thomas F.—Lieutenant in Co. F, 46th Va. Inf.
 Dilsburg, John H.—Private in Portsmouth Light Art.
 Denson, A. J.—Private in Norfolk Light Art. Blues.
 Doughtie, H. S.—Private in Norfolk Light Art. Blues.
 Drummond, R. J.—Private in Norfolk Light Art. Blues.
 Drummond, C. H.—Private in Norfolk Light Art. Blues.
 Dunn, J. R.—Private in Norfolk Light Art. Blues.
 Davis, Alexander—Private in Norfolk Light Art. Blues.
 Douglas, Thomas H.—Private in Norfolk Light Art. Blues.
 Dozier, Tully F.—Private in Atlantic Art.
 Duke, W. F.—Private in United Art.
 Duncan, James—Private in United Art.
 Dalton, A. J.—Private in United Art.
 Deane, John—Private in United Art.
 Dudley, William F.—Private in United Art.

Davis, John—Private in Young's Harbor Guard-Art.
 Dray, William H.—Corporal in 3d N. C. Art.
 Dunaway, A. B.—Corporal in Co. D, 9th Va. Cav.
 Dennis, M. W.—Private in Co. C, 13th Va. Cav.
 Driver, Elliott J.—Private in Co. C, 13th Va. Cav.
 Duke, Hardy—Private in Co. C, 13th Va. Cav.
 Dunford, Emanuel—Private in Co. C, 13th Va. Cav.
 Dockerty, William—Private in Co. I, 13th Va. Cav.
 Dickinson, Hudson M.—Lieutenant in Co. I, 8th Va. Cav.

Davis, Charles T.—Private in Co. F, 15th Va. Cav.
 Davis, Gideon V.—Private in Co. F, 15th Va. Cav.
 Denby, Andrew J.—Private in Co. F, 15th Va. Cav.
 Denby, Edward—Private in Co. F, 15th Va. Cav.
 Dixon, Ralph—Private in Co. F, 15th Va. Cav.
 Duke, Joseph T.—Private in Co. I, 24th Va. Cav.
 Dilworth, John R.—Private in Signal Corps.
 Darden, Goodman—Major of Co. C, 8th N. C. Regt.
 Denson, C. B.—Captain of Co. E, 10th N. C. Regt.
 Denson, Joseph E.—Private in Co. E, 10th N. C. Regt.
 Diggs, C. C.—Private in Co. A, 3d Ga. Regt.
 Downings, Charles W.—Captain in Cohoon's Battalion Inf.

DeBree, A. M.—Lieutenant in C. S. Navy.
 DeBree, John, Jr.—Assistant surgeon in C. S. Navy.
 DeBree, John—Paymaster in C. S. Navy.
 Dornin, F. B.—Midshipman in C. S. Navy.
 Doland, J. T.—Assistant engineer in C. S. Navy.
 Dunderdale, John—Boatswain in C. S. Navy.
 Dungan, Edward J.—2d assistant engineer in C. S. Navy.
 Duncan, James H.—Lieutenant in Co. B, Baker's Regt.
 Duffield, Charles B.—Major and adjutant general.

E.

Etheredge, William H.—Captain of Co. F, 41st Va. Inf. Prom. Maj. 41st Va. Inf.
 Etheredge, John N.—Lieutenant in Co. F, 41st Va. Inf.
 Edmond, John J.—Private in Co. F, 41st Va. Inf.
 Edmunds, Henry—Private in Co. F, 41st Va. Inf.
 Edmunds, Abel—Private in Co. F, 41st Va. Inf.
 Elliott, Kemp B.—Private in Co. F, 41st Va. Inf.
 Etheredge, Charles O.—Private in Co. F, 41st Va. Inf.
 Edmondson, Gabriel—Private in Co. F, 41st Va. Inf.
 Etheredge, Henry S.—Sergeant in Co. A, 61st Va. Inf.
 Etheredge, Josiah—Corporal in Co. C, 61st Va. Inf.
 Eason, George W.—Private in Co. C, 61st Va. Inf.
 Etheredge, Dennis M.—Sergeant in Co. E, 61st Va. Inf.
 Edmunds, Luther—Musician in Co. E, 61st Va. Inf.
 Etheredge, Frederick—Private in Co. E, 61st Va. Inf.
 Etheredge, Isaiah—Private in Co. E, 61st Va. Inf.
 Etheredge, John—Private in Co. E, 61st Va. Inf.
 Etheredge, Martin—Private in Co. E, 61st Va. Inf.
 Evans, Charles—Corporal in Co. I, 61st Va. Inf.
 Eure, Hillary—Private in Co. I, 61st Va. Inf.
 Eure, Henry—Private in Co. I, 61st Va. Inf.
 Eure, Augustus—Private in Co. I, 61st Va. Inf. Furnished subst.
 Edwards, John R.—Private in Co. A, 3d Va. Inf. Prom. lieut.
 Etheredge, Evan D.—Private in Co. A, 3d Va. Inf.
 Etheredge, James M.—Private in Co. A, 3d Va. Inf.

Etheredge, Cornelius—Private in Co. B, 3d Va. Inf. Trans. to navy.

Etheredge, John E.—Private in Co. H, 3d Va. Inf.
 Edgar, George—Private in Co. H, 3d Va. Inf.
 Eastman, Lewis—Private in Co. D, 9th Va. Inf. Trans. to navy.

Etheredge, Samuel R.—Private in Co. G, 9th Va. Inf.
 Edwards, Amos W.—Private in Co. G, 9th Va. Inf.
 Edmonds, Samuel W.—Private in Co. G, 9th Va. Inf.
 Everett, Charles—Private in Co. I, 38th Va. Inf.
 Etheredge, Charles A.—Sergeant in Co. C, 16th Va. Inf.
 Edmonds, John T.—Private in Co. C, 6th Va. Inf.
 Evans, Peter—Private in Co. D, 6th Va. Inf.
 Etheredge, George W.—Private in Co. D, 6th Va. Inf.
 Elliott, John W.—Private in Co. D, 6th Va. Inf.
 Etheredge, ————Private in Co. G, 6th Va. Inf.
 Edwards, Walter A.—3d sergeant in Co. H, 6th Va. Inf. Prom. 1st sergt. 1863.

Edmonds, William—Private in Co. H, 12th Va. Inf.
 Eason, Israel—Private in Co. F, 15th Va. Cav.
 Ewell, John—Private in Portsmouth Light Art.
 Elliott, J. W.—Corporal in Norfolk Light Art. Blues.
 Elliott, Thomas H.—Private in Norfolk Light Art. Blues.

Ewell, Jesse—Private in Norfolk Light Art. Blues.
 Evans, Arthur—Private in Atlantic Art.
 Eisenbiess, Thaddeus E.—2d lieutenant in United Art.
 Edmonds, Andrew—Corporal in Young's Harbor Guard-Art.

Everett, Lemuel—Private in Young's Harbor Guard-Art.

Etheredge, William E.—Private in Young's Harbor Guard-Art.

Etheridge, John—Private in Co. B, 58th N. C. Inf.
 Emmerson, John—1st corporal in Signal Corps. Prom. capt. and A. C. S.

Evans, Richard—Master in C. S. Navy.
 Elliott, William H.—Coxswain in C. S. Navy; also 34th Va. Inf.

Etheredge, A. E.—Captain and assistant quarter master.

F.

Fraley, Edward K.—Private in Co. A, 2d La. Inf.
 Falk, Victor N.—Private in Co. B, 5th La. Inf.
 Fitchell, William—Private in Co. I, 38th Va. Inf.
 Forrest, John—Private in Co. I, 38th Va. Inf.
 Frost, W. W.—Private in Co. I, 38th Va. Inf.
 Flora, Henry C.—Private in Co. I, 38th Va. Inf.
 Ferguson, Henry—Private in Co. I, 38th Va. Inf.
 Forbes, Elijah B.—Private in Co. F, 41st Va. Inf.
 Foreman, Josephus—Private in Co. F, 41st Va. Inf.
 Fisher, Caleb—Private in Co. F, 41st Va. Inf.
 Forrest, John R.—Private in Co. F, 41st Va. Inf.
 Foreman, Washington—Private in Co. F, 41st Va. Inf.
 Foreman, Thomas—Private in Co. F, 41st Va. Inf.
 Fitchett, William E.—Private in Co. F, 41st Va. Inf.
 Fentress, John—Private in Co. F, 41st Va. Inf.
 Ferrell, John—Private in Co. A, 61st Va. Inf.
 Foreman, Acelius G.—Private in Co. A, 61st Va. Inf.
 Foreman, W. A.—Private in Co. A, 61st Va. Inf.
 Fulford, James—Private in Co. A, 61st Va. Inf.
 Fulford, James E.—2d lieutenant in Co. B, 61st Va. Inf. Prom. 1st lieut.

- Fisher, A. B. C.—2d sergeant in Co. B, 61st Va. Inf. Prom. 3d lieutenant.
- Ferrell, George—Private in Co. B, 61st Va. Inf.
- Fanshaw, Alpheus—Private in Co. B, 61st Va. Inf.
- Fentress, Joseph—Private in Co. B, 61st Va. Inf.
- Foreman, John W.—Private in Co. B, 61st Va. Inf.
- Forbes, E. W.—Corporal in Co. C, 61st Va. Inf.
- Forbes, Nathaniel—Private in Co. C, 61st Va. Inf.
- Fulford, Thomas H.—Private in Co. C, 61st Va. Inf.
- Flarity, Thomas—Private in Co. D, 61st Va. Inf.
- Flanagan, Edward—Private in Co. D, 61st Va. Inf.
- Flemming, Malon R.—Private in Co. D, 61st Va. Inf.
- Ferebee, Grandy—Private in Co. E, 61st Va. Inf.
- Foster, James S.—Private in Co. E, 61st Va. Inf.
- Foreman, Isaialt—Private in Co. H, 61st Va. Inf.
- Foreman, James R.—Private in Co. H, 61st Va. Inf.
- Friedlin, Amile C.—Private in Co. H, 61st Va. Inf.
- Ferrill, John—Private in Co. I, 61st Va. Inf.
- Fowler, A. J.—Private in Co. I, 61st Va. Inf.
- Forbes, Simeon—Private in Co. K, 61st Va. Inf.
- Flannagan, Andrew—Private in Co. K, 61st Va. Inf.
- Fentress, Batson—Private in Co. A, 3d Va. Inf.
- Fentress, Joshua—Private in Co. A, 3d Va. Inf.
- Friedlin, John—Private in Co. A, 3d Va. Inf.
- Fisher, William C.—Private in Co. A, 3d Va. Inf.
- Forward, John W.—Private in Co. A, 3d Va. Inf.
- Fitchell, George P.—Private in Co. B, 3d Va. Inf. Det. to work in Navy Yard.
- Foils, Henry—Musician in Co. H, 3d Va. Inf.
- Franklin, Thomas—Private in Co. H, 3d Va. Inf.
- Friedlin, Adolph—Private in Co. H, 3d Va. Inf.
- Flemming, Thomas—Private in Co. H, 3d Va. Inf.
- Flemming, Caleb—Private in Co. H, 3d Va. Inf.
- Futtett, George—Private in Co. D, 9th Va. Inf.
- Ferebee, George W.—Private in Co. G, 9th Va. Inf.
- Ferebee, Joseph K.—Private in Co. G, 9th Va. Inf.
- Fiendly, James W.—Private in Co. G, 9th Va. Inf.
- Field, Richard—Private in Co. I, 9th Va. Inf.
- Foster, Frank S.—Private in Co. K, 9th Va. Inf. Trans. Signal Corps 1862.
- Foster, A. R.—Private in Co. K, 9th Va. Inf. Trans. Signal Corps 1862.
- Forbes, Thomas N.—Private in Co. K, 9th Va. Inf.
- Fiske, Melzar G.—Private in Co. K, 9th Va. Inf.
- Forsyth, John—3d corporal in Co. A, 6th Va. Inf. Prom. color sergt.
- Flora, Joel—Private in Co. A, 6th Va. Inf. Fur. subst. 1862; subst. deserted.
- Field, Robert—Private in Co. A, 6th Va. Inf.
- Fredericks, Lewis—Private in Co. C, 6th Va. Inf.
- Face, James P.—Private in Co. C, 6th Va. Inf.
- Flannagan, John T.—Private in Co. C, 6th Va. Inf.
- Frestine, John W.—Private in Co. D, 6th Va. Inf.
- Frestine, J. E.—Private in Co. D, 6th Va. Inf.
- Fulcher, Gabriel F.—Private in Co. D, 6th Va. Inf.
- Fisher, James E.—Private in Co. D, 6th Va. Inf.
- Finley, Thomas—Private in Co. D, 6th Va. Inf.
- Fowler, Robert—Private in Co. D, 6th Va. Inf.
- Flournoy, E. H.—Private in Co. D, 6th Va. Inf. Prom. 1st lieutenant 1864.
- Fentress, Thomas—Private in Co. G, 6th Va. Inf. Ap. hosp. steward 1862.
- Fitchett, Julius M.—Private in Co. G, 6th Va. Inf. Trans. to Fitchett's Bat. 1862.
- Fletcher, Oliver N.—Private in Co. G, 6th Va. Inf.
- Freeman, Robert—Private in Co. G, 6th Va. Inf. Ap. master's mate navy 1864.
- Foreman, Columbus W.—Private in Co. G, 6th Va. Inf. Trans. Co. B, 5th Va. Cav., 1863.
- Freeman, Joseph N.—Private in Co. G, 6th Va. Inf. Ap. engr. navy.
- Ferris, James—Private in Co. H, 6th Va. Inf.
- Ferrat, John B.—Private in Co. D, 14th Va. Inf.
- Flemming, James H.—Private in Co. F, 26th Va. Inf.
- Fitzgerald, William H.—Private in Co. H, 12th Va. Inf. Ap. master in navy 1863.
- Fauth, Bernard—Lieutenant in Portsmouth Light Art. Joined Signal Corps.
- Fitzsimmons, Thomas—Private in Portsmouth Light Art.
- Forbes, V.—Private in Portsmouth Light Art.
- Fentress, William T.—Lieutenant in Portsmouth Light Art.
- Fitzgerald, W.—Private in Norfolk Light Art. Blues.
- Fitzgerald, E.—Private in Norfolk Light Art. Blues.
- Fletcher, F.—Private in Norfolk Light Art. Blues.
- Floyd, John W.—Private in Norfolk Light Art. Blues.
- Ferguson, William K.—Private in Norfolk Light Art. Blues.
- Ferrat, John B.—Private in Norfolk Light Art. Blues. Det. hosp. steward 1863.
- Forden, William B.—Private in Norfolk Light Art. Blues.
- Forrest, William S., Jr.—Private in Norfolk Light Art. Blues.
- Fugitt, William—Private in Norfolk Light Art. Blues.
- Flannigan, Fletcher—Private in Atlantic Art.
- Fisher, Charles—Private in United Art.
- Fowler, John—Private in United Art.
- Flynn, John—Private in United Art.
- Fisher, Laben J.—Private in Co. C, 15th Va. Cav.
- Fentress, Joshua—Private in Co. F, 15th Va. Cav.
- Fentress, David—Private in Co. F, 15th Va. Cav.
- Fentress, William H.—Private in Co. F, 15th Va. Cav.
- Fentress, James—Private in Co. F, 15th Va. Cav.
- Foreman, Claudius T.—Private in Co. F, 15th Va. Cav.
- Foreman, William H.—Private in Co. F, 15th Va. Cav.
- Foreman, Alexander—Private in Co. F, 15th Va. Cav.
- Frizzell, Joseph—Private in Co. F, 15th Va. Cav.
- Frizzell, John—Private in Co. F, 15th Va. Cav.
- Fulford, Arthur—Private in Co. F, 15th Va. Cav.
- Forbes, Peter S.—Private in Co. F, 15th Va. Cav.
- Flora, John T.—Private in Co. F, 15th Va. Cav. Trans. to N. C. Regt.
- Fiske, James W.—Private in Co. F, 15th Va. Cav.
- Fiske, Richard B.—Private in Co. F, 15th Va. Cav.
- Fletcher, Hannibal—Private in Co. I, 15th Va. Cav.
- Ferguson, George S.—Private in Co. E, 1st Va. Cav.
- Ford, William—Private in Co. C, 13th Va. Cav.
- Freer, George H.—Private in Signal Corps.
- Forbes, Robert A.—Private in Signal Corps.
- Freeman, R. J.—Assistant surgeon in C. S. Navy.
- Freeman, W. J.—Assistant surgeon in C. S. Navy.
- Forrest, Dulaney A.—Lieutenant in C. S. Navy.
- Freeman, J. M., Jr.—Engineer in C. S. Navy.

G.

- Garrett, W. T.—Private in Co. I, 38th Va. Inf.
 Graham, Joseph—Private in Co. I, 38th Va. Inf.
 Graham, Tinsley—Private in Co. I, 38th Va. Inf.
 Godfrey, Gervais K.—Private in Co. I, 38th Va. Inf.
 Godfrey, William T.—Private in Co. I, 38th Va. Inf.
 Guy, George—Private in Co. I, 38th Va. Inf.
 Gray, William T.—Lieutenant in Co. F, 41st Va. Inf.
 Godfrey, Josephus—Corporal of Co. F, 41st Va. Inf.
 Godfrey, Walton—Private in Co. F, 41st Va. Inf.
 Gibson, Peter H.—Private in Co. F, 41st Va. Inf.
 Gilbert, Robertson—Private in Co. F, 41st Va. Inf.
 Gilbert, Richard B.—Private in Co. F, 41st Va. Inf.
 Grimes, J. A.—Private in Co. A, 61st Va. Inf.
 Grimes, J. F. A.—Private in Co. A, 61st Va. Inf.
 Guinn, Franklin—Private in Co. A, 61st Va. Inf.
 Gwynn, Isaac F.—Private in Co. A, 61st Va. Inf.
 Gregory, William H.—Private in Co. B, 61st Va. Inf.
 Grimstead, Jonathan—Private in Co. B, 61st Va. Inf.
 Garrett, James E.—Sergeant in Co. C, 61st Va. Inf.
 Gallup, John—Corporal in Co. C, 61st Va. Inf.
 Glenn, Samuel T.—Private in Co. C, 61st Va. Inf.
 Grandy, Abner W.—Private in Co. C, 61st Va. Inf.
 Gallop, John C.—Private in Co. C, 61st Va. Inf.
 Guilford, James—Private in Co. C, 61st Va. Inf.
 Godwin, A. D. R.—Private in Co. D, 61st Va. Inf.
 Godfrey, L. W.—1st lieutenant in Co. E, 61st Va. Inf.
 Gammon, Joshua B.—Private in Co. E, 61st Va. Inf.
 Clifford, Samuel—Private in Co. E, 61st Va. Inf.
 Gammon, Alexander—Private in Co. E, 61st Va. Inf.
 Gibson, William M.—Private in Co. E, 61st Va. Inf.
 Grimes, John F.—Private in Co. E, 61st Va. Inf.
 Gwynn, Ashbury—Private in Co. E, 61st Va. Inf.
 Gwynn, Frederick—Private in Co. E, 61st Va. Inf.
 Gilbert, Thomas—Private in Co. E, 61st Va. Inf.
 Gleason, James A.—1st sergeant in Co. H, 61st Va. Inf.
 Prom. 1st lieutenant.
 Gallup, John, Sr.—Private in Co. H, 61st Va. Inf.
 Gilding, George F.—Private in Co. H, 61st Va. Inf.
 Gallagher, Carney—Private in Co. H, 61st Va. Inf.
 Gallagher, Edward—Private in Co. H, 61st Va. Inf.
 Godwin, Laban T.—Private in Co. I, 61st Va. Inf.
 Prom. sergeant.
 Griggs, Charles W.—Private in Co. K, 61st Va. Inf.
 Garress, Isaiah—Private in Co. K, 61st Va. Inf.
 Gallop, Samuel—Private in Co. A, 3d Va. Inf.
 Gallop, John, Sr.—Private in Co. A, 3d Va. Inf.
 Gallop, John, Jr.—Private in Co. A, 3d Va. Inf.
 Godfrey, Stephen—Private in Co. A, 3d Va. Inf.
 Godfrey, Mark—Private in Co. A, 3d Va. Inf.
 Gordon, Benjamin F.—Private in Co. A, 3d Va. Inf.
 Grant, Vernon C.—3d lieutenant in Co. B, 3d Va. Inf.
 Ap. quartermaster.
 Guy, Robert—2d sergeant in Co. B, 3d Va. Inf.
 Elected lieutenant.
 Grimes, Bartlett—Private in Co. B, 3d Va. Inf. Trans.
 to navy.
 Grimes, James E.—Private in Co. H, 3d Va. Inf.
 Goodson, Calvin—Private in Co. H, 3d Va. Inf.
 Gleason, George W.—Private in Co. H, 3d Va. Inf.
 Graham, Thomas—Private in Co. H, 3d Va. Inf.
 Grant, Frank H.—Private in Co. B, 9th Va. Inf.
 Grant, George W.—Private in Co. D, 9th Va. Inf.
- Goodson, Henry—Private in Co. D, 9th Va. Inf.
 Trans. to Grimes' Battery.
 Greenwood, James—Private in Co. D, 9th Va. Inf.
 Trans. to navy.
 Gray, William—Private in Co. D, 9th Va. Inf.
 Gayle, Nathaniel G.—Lieutenant in Co. G, 9th Va. Inf.
 Trans. to navy 1865.
 Grant, Jordan W.—Private in Co. G, 9th Va. Inf.
 Gaskins, Thomas S.—Private in Co. G, 9th Va. Inf.
 Grant, Benjamin F.—Private in Co. G, 9th Va. Inf.
 George, Thomas—Corporal in Co. G, 9th Va. Inf.
 Trans. to navy 1863.
 Grimes, Joshua—Sergeant in Co. I, 9th Va. Inf. Prom.
 ensign.
 Grimes, T. J.—Sergeant in Co. I, 9th Va. Inf.
 George, J. W.—Private in Co. I, 9th Va. Inf.
 Gurley, J.—Private in Co. I, 9th Va. Inf.
 Godwin, Leroy C.—Private in Co. K, 9th Va. Inf.
 Trans. to Signal Corps 1862.
 Gray, J. N.—Sergeant in Co. K, 9th Va. Inf.
 Grant, L. H.—Drummer in Co. K, 9th Va. Inf.
 Griffin, Cornelius—Private in Co. K, 9th Va. Inf.
 Godwin, D. J.—Colonel of 9th Va. Inf.
 Guy, Joseph L.—Private in Co. A, 16th Va. Inf.
 Gayle, John H.—Captain of Co. C, 16th Va. Inf.
 Gayle, Levin J.—Private in Co. C, 16th Va. Inf. Prom.
 Adj. 12th Ala. Regt.
 Gayle, John M.—Private in Co. C, 16th Va. Inf.
 Grant, Robert S.—Private in Co. C, 16th Va. Inf.
 Grant, Edward—Private in Co. C, 16th Va. Inf.
 Godwin, William—Private in Co. C, 16th Va. Inf.
 Godwin, Ellison—Private in Co. C, 16th Va. Inf.
 Gorto, William—Private in Co. C, 16th Va. Inf.
 Gregory, Quinton T.—Private in Co. A, 6th Va. Inf.
 Gregory, John W.—Private in Co. A, 6th Va. Inf.
 Gauley, John R.—Private in Co. C, 6th Va. Inf.
 Garrett, Edward—Private in Co. C, 6th Va. Inf.
 Gale, Peter M.—Private in Co. C, 6th Va. Inf.
 Gills, Joseph P.—Private in Co. D, 6th Va. Inf.
 Gordon, William R.—Private in Co. G, 6th Va. Inf.
 Ap. Hosp't. Steward 1862.
 Goodridge, F. E.—Private in Co. G, 6th Va. Inf. Det.
 —1861—Lieut. Ord. Dept.
 Goodridge, George K.—Private in Co. G, 6th Va. Inf.
 Det.—1861.
 Guyott, Robert S.—Private in Co. G, 6th Va. Inf. Ap.
 Ord. Sergt. 9th Va. Regt.
 Gwynn, T. P.—Private in Co. G, 6th Va. Inf. Ap. first
 Lieut. Marines C. S. Navy.
 Gatch, Thomas A.—First lieutenant of Co. H, 6th Va.
 Inf.
 Gray, William—Private in Co. H, 6th Va. Inf.
 Gillerlain, Peter J.—Private in Co. H, 6th Va. Inf.
 Gale, William—Musician in Co. H, 12th Va. Inf.
 Grav, James R.—Private in Co. H, 12th Va. Inf.
 Griffin, A. J.—Private in Co. H, 12th Va. Inf.
 Griffin, John—Private in Co. H, 12th Va. Inf.
 Grimes, Cary F.—Captain Portsmouth Light Art.
 Griffin, J. B.—Private in Portsmouth Light Art.
 Griffin, James W.—Private in Portsmouth Light Art.
 Goodson, Henry P.—Private in Portsmouth Light Art.
 Grandy, Charles R.—Captain of Norfolk Light Art.
 Blues.
 Gaskins, G. O.—Private in Norfolk Light Art. Blues.

Ghiselin, H.—Private in Norfolk Light Art. Blues.
 Ghiselin, R.—Private in Norfolk Light Art. Blues.
 Gordon, J. P.—Private in Norfolk Light Art. Blues.
 Gordon, George W.—Private in Norfolk Light Art. Blues.
 Graves, C. M.—Private in Norfolk Light Art. Blues.
 Gordon, M.—Private in Norfolk Light Art. Blues.
 Gale, James D.—Third lieutenant Norfolk Light Art. Prom. first lieut.
 Gale, Joseph A.—Private in Norfolk Light Art. Det. Hosp't. steward 1862.
 George, Joseph D.—Private in Norfolk Light Art.
 Gale, A. C.—Private in Norfolk Light Art.
 Gibbs, William—Private in Norfolk Light Art.
 Guyot, Thomas—Private in Norfolk Light Art.
 Gormley, J. J.—Private in Norfolk Light Art. Det. in Hosp't. 1862.
 Gordon, Samuel—First corporal Atlantic Art.
 Griggs, George D.—Private in Atlantic Art.
 Griffin, W. A.—Private in Atlantic Art.
 Glennan, William—Private in United Art.
 Georgian, Michael—Private in United Art.
 Godfrey, Augustus—Corporal Young's Harbor Guard. Art.
 Gilbert, James—Private in Young's Harbor Guard.—Art.
 Griffin, John—Private in Young's Harbor Guard.—Art.
 Gatewood, Robert—Chaplain Starke's Battery, Art.
 Gould, B. W. F.—Private in Co. C. 13th Va. Cav.
 Guy, Thomas G.—Private in Co. A. 15th Va. Cav.
 Gammon, John W.—Private in Co. F. 15th Va. Cav.
 Grandy, Thomas G.—Private in Co. F. 15th Va. Cav. Trans. to N. C. Regt.
 Gornto, David T.—Private in Co. F. 15th Va. Cav.
 Guy, Benjamin F.—Private in Co. F. 15th Va. Cav.
 Gaffney, Lawrence—Private in Co. C. 1st Va. Inf.
 Green, Joseph T.—Private in Co. F. 26th Va. Inf.
 Giles, James—Colonel 29th Va. Inf.
 Grant, A. H.—Private in Co. D. 4th Va. Reserves.
 Garnett, Robert E.—Home Guard.
 Grandy, P. H.—Major 1st N. C. Regt.
 Grandy, A. H.—Lieutenant Co. B. 8th N. C. Regt.
 Grimes, George W.—Lieutenant Co. G. 17th N. C. Regt.
 Griffin, Randolph—Private in Co. C. 3d Ga. Regt.
 Gayle, B. B.—Colonel 12th Ala. Regt.
 Godwin, E. C.—Private in Signal Corps.
 Galt, F. L.—Surgeon C. S. Navy.
 Gayle, Nat. C.—Carpenter, C. S. Navy.
 Gray, James—Seaman, C. S. Navy.
 Gibbs, John R.—Master, C. S. Navy.
 Green, James F.—Assistant engineer, C. S. Navy.
 Gormley, Crawford—Gunner, C. S. Navy.
 Guthrie, John Julius—Captain, C. S. Navy.
 Gayle, Nathaniel C.—Carpenter, C. S. Navy.
 Godwin, Archibald C.—Brigadier-general.
 Grice, George W.—Major and commissary.
 Griffin, John T.—Captain and assistant civil engineer.
 Ghiselin, James W.—Private; killed at Shiloh, 1862.

H.

Henderson, James L.—
 Hester, Thomas—Private.
 Hodges, H. H.—Private.

Hudgins, R. D.—Private in Co. A. 3d Va. Battalion Inf.
 Hervey, W. T.—Private in Co. F. Forrest's Brigade.
 Hodges, James Gregory—Colonel 14th Va. Inf.
 Holstead, Benjamin F.—First lieutenant Co. I, 38th Va. Inf.
 Hudgins, William H.—Private in Co. I, 38th Va. Inf.
 Hudgins, Samuel N.—Private in Co. I, 38th Va. Inf.
 Holland, John—Private in Co. I, 38th Va. Inf.
 Harvey, John—Private in Co. I, 38th Va. Inf.
 Harvey, Henry—Private in Co. I, 38th Va. Inf.
 Howe, William—Private in Co. I, 38th Va. Inf.
 Hudgins, John D.—Corporal in Co. F, 41st Va. Inf.
 Hodges, Riley W.—Private in Co. F, 41st Va. Inf.
 Hodges, William W.—Private in Co. F, 41st Va. Inf.
 Hodges, David—Private in Co. F, 41st Va. Inf.
 Hanbury, William T.—Private in Co. F, 41st Va. Inf.
 Howell, Jesse B.—Private in Co. F, 41st Va. Inf.
 Hughes, Isaac B.—Private in Co. F, 41st Va. Inf.
 Halstead, Henry—Private in Co. F, 41st Va. Inf.
 Hodges, John H.—Private in Co. F, 41st Va. Inf.
 Hodges, John K.—Private in Co. F, 41st Va. Inf.
 Hall, Samuel—Private in Co. F, 41st Va. Inf.
 Hodges, Samuel—Private in Co. F, 41st Va. Inf.
 Hall, Edward—Private in Co. F, 41st Va. Inf.
 Hodges, George A.—Private in Co. F, 41st Va. Inf.
 Hudgins, William—Private in Co. F, 41st Va. Inf.
 Hall, George W.—Private in Co. F, 41st Va. Inf.
 Herbert, Melnotte—Private in Co. F, 41st Va. Inf. Prom. 1st lieut. Co. D.
 Hodges, George T.—Lieutenant Co. A. 61st Va. Inf.
 Harrison, William H.—Private in Co. A. 61st Va. Inf.
 Halstead, J. P.—Private in Co. A. 61st Va. Inf.
 Halstead, T. E.—Private in Co. A. 61st Va. Inf.
 Hodges, Isaiah—Private in Co. A. 61st Va. Inf.
 Hodges, Caleb—Private in Co. A. 61st Va. Inf.
 Hodges, Thomas H.—Private in Co. A. 61st Va. Inf.
 Hopkins, J. W. M.—Captain Co. B. 61st Va. Inf.
 Halstead, John H.—Corporal Co. B. 61st Va. Inf.
 Hall, Thomas F.—Private in Co. B. 61st Va. Inf.
 Hall, Samuel—Private in Co. B. 61st Va. Inf.
 Halstead, William M.—Private in Co. B. 61st Va. Inf. Prom. corporal.
 Harris, Samuel—Private in Co. B. 61st Va. Inf.
 Harrison, John S.—Private in Co. B. 61st Va. Inf.
 Hodges, Celius—Private in Co. B. 61st Va. Inf.
 Hodges, Thomas W.—Private in Co. B. 61st Va. Inf.
 Hodges, John W.—Private in Co. B. 61st Va. Inf.
 Hanbury, John W.—Private in Co. B. 61st Va. Inf.
 Halstead, Miles W.—Private in Co. C. 61st Va. Inf.
 Harris, Miles D.—Private in Co. C. 61st Va. Inf.
 Hill, Solomon A.—Private in Co. C. 61st Va. Inf.
 Hughes, Charles H.—Musician in Co. C. 61st Va. Inf.
 Haynes, V. A.—First lieutenant in Co. D. 61st Va. Inf.
 Hughes, Edward—Private in Co. D. 61st Va. Inf.
 Howard, J. Wiley—Private in Co. D. 61st Va. Inf. Prom. corporal.
 Hogg, John—Private in Co. D. 61st Va. Inf.
 Humphries, John—Private in Co. D. 61st Va. Inf.
 Hall, Carey W.—Private in Co. E. 61st Va. Inf.
 Hall, James S.—Private in Co. E. 61st Va. Inf.
 Hewett, M. W.—Private in Co. E. 61st Va. Inf.
 Hanbury, Fred—Private in Co. E. 61st Va. Inf.
 Hanbury, Horatio B.—Private in Co. E. 61st Va. Inf.
 Hanbury, James C.—Private in Co. E. 61st Va. Inf.

- Hodges, Daniel—Private in Co. E, 61st Va. Inf.
 Hozier, Jeremiah E.—Private in Co. E, 61st Va. Inf.
 Hodges, Thomas—Private in Co. H, 61st Va. Inf.
 Prom. corporal.
 Hodges, William—Private in Co. H, 61st Va. Inf.
 Hozier, John W.—Private in Co. H, 61st Va. Inf.
 Prom. corporal.
 Hodges, John T.—Private in Co. H, 61st Va. Inf.
 Halstead, Thomas—Private in Co. H, 61st Va. Inf.
 Haynes, John W.—Private in Co. H, 61st Va. Inf.
 Prom. sergeant.
 Harrel, Alexander—Private in Co. H, 61st Va. Inf.
 Hobday, John, Jr.—Second lieutenant Co. I, 61st Va. Inf. Prom. Capt.
 Hyslop, Denwood—Private in Co. I, 61st Va. Inf.
 Holloway, Joseph—Private in Co. I, 61st Va. Inf.
 Hewlett, Joseph F.—Private in Co. I, 61st Va. Inf.
 Heckrotte, Oliver—Private in Co. I, 61st Va. Inf.
 Horton, Daniel W.—Private in Co. I, 61st Va. Inf.
 Herbert, Max. A.—Captain Co. K, 61st Va. Inf.
 Herbert, Joseph T.—First lieutenant Co. K, 61st Va. Inf. Prom. captain.
 Herbert, Max A., Jr.—Third lieutenant Co. K, 61st Va. Inf. Prom. 2d lieutenant.
 Hozier, John Q.—Sergeant Co. K, 61st Va. Inf.
 Hozier, James K. P.—Private in Co. K, 61st Va. Inf.
 Prom. corporal.
 Hitchcock, Malachi—Private in Co. K, 61st Va. Inf.
 Hunter, John B.—Private in Co. K, 61st Va. Inf.
 Halstead, William R.—Private in Co. K, 61st Va. Inf.
 Harrison, Thomas—Private in Co. K, 61st Va. Inf.
 Halstead, Chris.—Private in Co. K, 61st Va. Inf.
 Prom. sergeant.
 Hodges, Nathan—Second corporal Co. A, 3d Va. Inf.
 Hodges, James—Private in Co. A, 3d Va. Inf.
 Hodges, Joshua—Private in Co. A, 3d Va. Inf.
 Hodges, Patrick H.—Private in Co. A, 3d Va. Inf.
 Hodges, Josiah—Private in Co. A, 3d Va. Inf.
 Halstead, W. W.—Private in Co. A, 3d Va. Inf.
 Herring, Gideon—Private in Co. A, 3d Va. Inf.
 Halstead, Wilson—Private in Co. A, 3d Va. Inf.
 Herbert, William—Private in Co. A, 3d Va. Inf.
 Hanbury, Samuel W.—Private in Co. A, 3d Va. Inf.
 Hutchings, George W.—Second lieutenant Co. B, 3d Va. Inf. Elected captain.
 Hutchings, Robert A.—Third sergeant Co. B, 3d Va. Inf.
 Herbert, William E.—Private in Co. B, 3d Va. Inf.
 Host, George—Private in Co. B, 3d Va. Inf.
 Hawkins, William—Private in Co. B, 3d Va. Inf.
 Trans. to Navy.
 Hall, Henry C.—Private in Co. B, 3d Va. Inf.
 Heath, William—Private in Co. B, 3d Va. Inf.
 Hanrahan, William R.—Corporal Co. H, 3d Va. Inf.
 Sergt. Signal Corps.
 Harley, Thomas D.—Private in Co. H, 3d Va. Inf.
 Hunley, John—Private in Co. H, 3d Va. Inf.
 Howard, James T. B.—Private in Co. H, 3d Va. Inf.
 Hawkins, William—Private in Co. H, 3d Va. Inf.
 Hickman, Joseph—Private in Co. H, 3d Va. Inf.
 Hoops, John—Private in Co. H, 3d Va. Inf.
 Host, George—Private in Co. H, 3d Va. Inf.
 Hoffer, Elias—Private in Co. H, 3d Va. Inf.
 Herbert, William E.—Private in Co. H, 3d Va. Inf.
 Hansford, James—Private in Co. D, 9th Va. Inf.
 Hansford, Richard—Private in Co. D, 9th Va. Inf.
 Houston, John—Private in Co. D, 9th Va. Inf.
 Hall, Samuel—Private in Co. D, 9th Va. Inf.
 Hall, Cary J.—Private in Co. D, 9th Va. Inf.
 Hampton, Augustus—Private in Co. D, 9th Va. Inf.
 Happer, Richard W. B.—Private in Co. D, 9th Va. Inf.
 Howell, Fletcher—Private in Co. D, 9th Va. Inf.
 Hand, Samuel T., Jr.—Private in Co. D, 9th Va. Inf.
 Harvey, Walter—Private in Co. D, 9th Va. Inf.
 Harding, Milton L.—Private in Co. G, 9th Va. Inf.
 Hennicke, Henry O.—Private in Co. G, 9th Va. Inf.
 Hargroves, John R.—Private in Co. G, 9th Va. Inf.
 Holt, Edwin W.—Private in Co. G, 9th Va. Inf.
 Hundley, James H.—Private in Co. G, 9th Va. Inf.
 Herbert, John D.—Private in Co. G, 9th Va. Inf.
 Hoffer, Samuel—Private in Co. G, 9th Va. Inf. Prom. ord. sergt.
 Hennicke, Fred—Private in Co. G, 9th Va. Inf.
 Harrison, Keely—Sergeant Co. I, 9th Va. Inf. Trans. Co. C, 13th Va. Cav.
 Harrell, Edward—Private in Co. I, 9th Va. Inf.
 Henry, William C.—Private in Co. I, 9th Va. Inf.
 Hambleton, William H.—Private in Co. K, 9th Va. Inf.
 Handy, S. O.—Private in Co. K, 9th Va. Inf.
 Hargroves, W. W.—Private in Co. K, 9th Va. Inf. Trans. to N. C. Regt.
 Host, Andrew C.—Private in Co. K, 9th Va. Inf.
 Hudgins, J. Madison—Private in Co. K, 9th Va. Inf. Prom. captain and asst. coms. subs.
 Hume, R. G.—Private in Co. K, 9th Va. Inf. Trans. to Norfolk L. A. Blues 1862.
 Hobday, A. T.—Private in Co. K, 9th Va. Inf. Trans. Com. Dept.
 Hennicke, Albert V.—Private in Co. C, 16th Va. Inf. Ap. hospital steward.
 Haynes, James K.—Private in Co. C, 16th Va. Inf.
 Hunter, Samuel W.—Private in Co. C, 16th Va. Inf.
 Hubbard, Alonzo S.—Private in Co. C, 16th Va. Inf. Det. work in Navy Yard.
 Hopper, John Lee—Third sergeant Co. A, 6th Va. Inf. Prom. 1st lieut.
 Hall, William H.—Second corporal Co. A, 6th Va. Inf. Prom. sergt.
 Hudgins, George McK.—Private in Co. A, 6th Va. Inf. Prom. sergt.
 Hozier, William J.—Private in Co. A, 6th Va. Inf.
 Hudson, Philip—Private in Co. A, 6th Va. Inf.
 Hill, Severn J.—Private in Co. A, 6th Va. Inf.
 Hodges, Solomon—Private in Co. A, 6th Va. Inf.
 Hayman, John—Captain Co. C, 6th Va. Inf.
 Henderson, Thomas J.—First sergeant Co. C, 6th Va. Inf.
 Hopkins, John—Private in Co. C, 6th Va. Inf.
 Hollingsworth, John J.—Private in Co. D, 6th Va. Inf.
 Hogwood, John—Private in Co. D, 6th Va. Inf.
 Hopkins, Andrew—Private in Co. D, 6th Va. Inf.
 Harrell, John W.—Private in Co. D, 6th Va. Inf.
 Hardy, Edward M.—Captain Co. G, 6th Va. Inf.
 Holmes, Alexander T.—Private in Co. G, 6th Va. Inf. Det. Qr. Master Dept.
 Hipkins, Richard—Private in Co. G, 6th Va. Inf. Det. Qr. Master Dept.
 Hardy, Thomas A.—Private in Co. G, 6th Va. Inf.

Hunter, W. W.—Private in Co. G, 6th Va. Inf. Ap. Q. M. Sergt. 8th N. C. 1861.
 Hyman, F. M.—Private in Co. G, 6th Va. Inf. Trans. Signal Corps 1862.
 Hill, W. H.—Second sergeant Co. H, 6th Va. Inf. Ap. Ord. Sergt. 1862.
 Hogwood, George—Fourth sergeant Co. H, 6th Va. Inf.
 Higgins, Francis C.—Private in Co. H, 6th Va. Inf.
 Hughes, William H.—Sergeant Portsmouth Light Art. Prom. lieutenant Lee's Battalion.
 Hopkins, Joshua H. L.—Private in Portsmouth Light Art.
 Hopkins, Hillary—Private in Portsmouth Light Art.
 Hansford, W. R.—Private in Portsmouth Light Art.
 Hudgins, George C.—Second sergeant Norfolk Light Art. Blues.
 Hodges, John M.—Private in Norfolk Light Art. Blues.
 Haines, J. M. D.—Private in Norfolk Light Art. Blues.
 Hill, A.—Private in Norfolk Light Art. Blues.
 Halstead, R. L.—Private in Norfolk Light Art. Blues.
 Hallett, William R.—Private in Norfolk Light Art. Blues.
 Hatton, John F.—Private in Norfolk Light Art. Blues.
 Haughton, A., Jr.—Private in Norfolk Light Art. Blues.
 Higgins, I.—Private in Norfolk Light Art. Blues.
 Higgins, A.—Private in Norfolk Light Art. Blues.
 Hume, R. G.—Private in Norfolk Light Art. Blues.
 Huger, Frank—Captain of Norfolk Light Art. Blues. Prom. lieut.-col. Art.
 Hammett, Israel J.—Private in Norfolk Light Art. Blues.
 Herbert, Henry W.—Private in Norfolk Light Art. Blues.
 Hendren, J. Hardy—Captain of Atlantic Art.
 Hendren, Judson—Second sergeant of Atlantic Art.
 Haughton, Armistead—Fifth sergeant of Atlantic Art.
 Harris, Abraham M.—Private in Atlantic Art.
 Higgins, John H.—Private in Atlantic Art.
 Hitchings, Ed. T.—Private in United Art.
 Hundley, James—Private in United Art.
 Hoggs, George W.—Private in United Art.
 Hogan, Eugene—Private in United Art.
 Hansel, Warren—Private in Young's Harbor Guard.—Art.
 Holt, Ed. E.—Private in Young's Harbor Guard.—Art.
 Hyller, Thomas—Private in Young's Harbor Guard.—Art.
 Holland, K. H.—Private in Riley's Battery.—Art.
 Heise, Christian C.—Private in Riley's Battery.—Art.
 Hancock, Francis A.—Private in Doyle's Cav.
 Holt, William—Private in Stuart's Cav.
 Haynes, Mich.—Private in Stuart's Cav.
 Harris, Hunter—Private in Dearing's Cav.
 Happer, George D. W.—Private in Wise's Legion Cav.
 Hope, A. M.—Private in Co. H, 6th Va. Cav.
 Harrell, Joseph H.—Private in 13th Va. Cav.
 Hancock, William S.—Private in Co. F, 15th Va. Cav.
 Hawkins, Wallace W.—Private in Co. F, 15th Va. Cav.
 Hancock, Francis A.—Private in Co. F, 15th Va. Cav.
 Harrison, Joseph M.—Private in Co. F, 15th Va. Cav.
 Hardy, J. Henry Clay—Private in Co. F, 15th Va. Cav.
 Hanbury, Miles A.—Private in Co. F, 15th Va. Cav.
 Hanbury, William T.—Private in Co. F, 15th Va. Cav.
 Herring, Edward L.—Private in Co. F, 15th Va. Cav.

Hewlet, Ambrose—Private in Co. F, 15th Va. Cav.
 Holmes, William H.—Private in Co. F, 15th Va. Cav.
 Holmes, Henry—Private in Co. F, 15th Va. Cav.
 Holland, William—Private in Co. F, 15th Va. Cav.
 Halstead, W. F.—Private in Co. I, 15th Va. Cav.
 Humphries, Samuel—Private in Co. F, 15th Va. Cav.
 Hudgins, R. K.—Captain of ordnance dept.
 Hyman, F. M.—Fourth corporal Signal Corps.
 Hastings, William T.—Private in Signal Corps.
 Hatton, William L.—Private in Signal Corps.
 Handy, F. A. G.—Private in Signal Corps.
 Hull, Jacob B.—Private in Signal Corps.
 Halstead, William H.—Private in Signal Corps.
 Handy, Moses P.—Courier.
 Herbert, R. L.—Private in Co. A, Naval Battalion.
 Hall, E. G.—Assistant engineer C. S. Navy.
 Harding, William F.—Assistant engineer C. S. Navy.
 Hughes, B. F.—Gunner C. S. Navy.
 Hasker, Charles J.—Lieutenant C. S. Navy.
 Halstead, George N.—Assistant surgeon C. S. Navy.

I.

Ironmonger, James W.—Private in Co. B, 14th Va. Inf.
 Ironmonger, James—Private in Co. I, 38th Va. Inf.
 Ives, Jesse—Sergeant of Co. D, 61st Va. Inf.
 Ives, Walter C.—Third lieutenant of Co. E, 61st Va. Inf.
 Ives, Alonzo—Sergeant of Co. E, 61st Va. Inf.
 Ives, Curtis O.—Corporal of Co. E, 61st Va. Inf.
 Ives, Felix G.—Private in Co. E, 61st Va. Inf.
 Ironmonger, C. E.—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
 Ironmonger, Thomas W.—Private in Co. F, 15th Va. Cav.

J.

Jeam, Cincinnatus—Private in Mahone's Brigade.
 Jamieson, James D.—Private in Co. F, 33d N. C. Inf.
 Jordan, Miles H.—Private in Co. I, 38th Va. Inf.
 James, George T.—Private in Co. I, 38th Va. Inf.
 James, John—Sergeant of Co. I, 38th Va. Inf.
 Jones, John W.—Private in Co. I, 38th Va. Inf.
 Jones, Robert C.—Lieutenant of Co. I, 41st Va. Inf.
 Jones, Walter C.—Private in Co. I, 41st Va. Inf.
 Jennings, Lemuel—Private in Co. A, 61st Va. Inf.
 Jennings, Wickers P.—Private in Co. A, 61st Va. Inf. Prom. corporal.
 Jones, Celius W.—Private in Co. B, 61st Va. Inf.
 James, Benjamin—Third lieutenant of Co. C, 61st Va. Inf. Prom. 1st lieut.
 James, William H.—Sergeant of Co. C, 61st Va. Inf.
 Jordan, William Thomas—Private in Co. D, 61st Va. Inf.
 Jarvis, Thomas—Private in Co. D, 61st Va. Inf.
 Jarvis, Alexander A.—Private in Co. E, 61st Va. Inf.
 Johnson, Alonzo—Private in Co. H, 61st Va. Inf.
 Johnson, James H.—Private in Co. H, 61st Va. Inf. Prom. corporal.
 Johnson, John B.—Private in Co. H, 61st Va. Inf.
 Johnson, Lender—Private in Co. H, 61st Va. Inf. Prom. corporal.
 Jordan, William—Private in Co. H, 61st Va. Inf.

- Jones, Walter J.—Private in Co. I, 61st Va. Inf. Prom. lieut. 41st Va. Inf.
- Jackson, William A.—Private in Co. I, 61st Va. Inf. Fur. substitute.
- Jackson, Abner—Private in Co. K, 61st Va. Inf.
- Jennings, Edward—Private in Co. K, 61st Va. Inf.
- Joliff, John W.—Private in Co. A, 3d Va. Inf.
- Joyne, William P.—Private in Co. A, 3d Va. Inf.
- Joyne, Custis T.—Private in Co. A, 3d Va. Inf.
- Jordan, Alonzo B.—Captain of Co. B, 3d Va. Inf. Trans. to Engr. Corps.
- Jarvis, Benjamin—Private in Co. B, 3d Va. Inf.
- Jordan, James—Private in Co. B, 3d Va. Inf.
- James, Cornelius—Private in Co. F, 3d Va. Inf.
- James, Edward—Private in Co. F, 3d Va. Inf.
- Joyner, Cordy J.—Private in Co. H, 3d Va. Inf.
- Jollett, W. H.—Private in Co. D, 9th Va. Inf.
- Johnson, Columbus—Private in Co. G, 9th Va. Inf.
- Johnson, Augustus—Private in Co. G, 9th Va. Inf.
- Johnson, J. Tyler—Private in Co. G, 9th Va. Inf.
- Jarvis, John E.—Private in Co. D, 9th Va. Inf.
- Jones, Lucillius D.—Corporal of Co. I, 9th Va. Inf.
- Johnson, Thomas—Private in Co. I, 9th Va. Inf.
- Jones, Nathan E. K.—Private in Co. I, 9th Va. Inf.
- Jordan, John L.—Private in Co. I, 9th Va. Inf.
- Johnigan, Richard—Private in Co. I, 9th Va. Inf.
- Jordan, O. D.—Private in Co. K, 9th Va. Inf.
- Jordan, Joseph W.—Private in Co. K, 9th Va. Inf.
- James, George W.—Private in Co. C, 16th Va. Inf.
- Jarvis, J. M.—Private in Co. C, 16th Va. Inf.
- Jack, John—Private in Co. A, 16th Va. Inf. Det. work Navy Yard.
- Judkins, Samuel—Private in Co. A, 6th Va. Inf.
- Jones, Robert C.—Private in Co. A, 6th Va. Inf.
- Joyce, John M.—Private in Co. C, 6th Va. Inf.
- James, Joseph P.—Private in Co. D, 6th Va. Inf.
- James, Richard Y.—Private in Co. D, 6th Va. Inf.
- Johnson, William W.—Private in Co. D, 6th Va. Inf.
- Jordan, Joseph P.—Private in Co. D, 6th Va. Inf.
- Jones, John S.—Private in Co. G, 6th Va. Inf. Prom. Capt.-Gen. Garnet's Staff.
- Jacquimon, A. H.—Private in Co. G, 6th Va. Inf. Discharged.
- Johnson, William B.—Private in Co. H, 6th Va. Inf.
- Johnson, Jacob T.—Private in Co. H, 6th Va. Inf.
- Jacobus, Julius—Private in Co. H, 6th Va. Inf.
- Jordan, S. F.—Second corporal of Co. H, 12th Va. Inf.
- James, William E.—Private in Co. H, 12th Va. Inf.
- Johnson, J. Cave—Private in Co. H, 12th Va. Inf.
- Jenkins, John S.—Adjutant of 1st Va. Inf.
- Jones, William H.—Private in Portsmouth Light Art.
- Jones, George T.—Private in Portsmouth Light Art.
- Johnson, Ed. H.—Private in Portsmouth Light Art.
- Johnson, J. W.—Private in Norfolk Light Art. Blues.
- Jones, George—Private in Norfolk Light Art. Blues.
- Joyne, S. H.—Private in Norfolk Light Art. Blues.
- Joyne, W. C.—Private in Norfolk Light Art. Blues.
- Johnson, A. W.—Private in Norfolk Light Art. Blues.
- James, Robert T.—Private in Norfolk Light Art. Blues.
- Jordan, Joseph A.—Second corporal of Norfolk Light Art. Blues.
- Joyne, Thomas C.—Sixth sergeant of Atlantic Art.
- Jones, John W.—Private in United Art.
- James, Stephen—Private in Art Co.—Richmond.
- Johnston, James—Mustering and inspecting officer—Huger's Div.
- Jennings, Noah M.—Private in Co. F, 15th Va. Cav.
- Jordan, Edward—Private in Co. F, 15th Va. Cav.
- Joliff, Josiah—Private in Co. F, 15th Va. Cav.
- Johnson, James V.—Private in Co. F, 15th Va. Cav. Trans. to navy.
- James, William A.—Private in Signal Corps.
- James, Rowland—Private in Signal Corps.
- Jenkins, Charles E.—Private in Signal Corps.
- Johnston, Charles H.—Courier, Gen. Pemberton.
- Jones, J. Pembroke—Lieutenant C. S. Navy.
- Jeffrey, Richard—Surgeon C. S. Navy.
- Jackson, Thomas A.—Chief engineer C. S. Navy.
- Jordan, M. P.—Assistant engineer C. S. Navy.
- Jordan, Charles W.—Assistant engineer C. S. Navy.
- Jordan, John R.—Assistant engineer C. S. Navy.
- Johnson, John C.—Assistant engineer C. S. Navy.
- Jack, Alexander E.—Assistant engineer C. S. Navy.
- Johnson, Ames C.—Engineer C. S. Navy.
- Jones, John—Seaman C. S. Navy.
- K.
- King, George—Private in Jackson's Div.
- Kuhn, Thomas C.—Private in Co. I, 38th Va. Inf.
- Kirby, John H.—Sergeant of Co. F, 41st Va. Inf.
- Kirby, William H.—Private in Co. F, 41st Va. Inf.
- Knight, William H.—Private in Co. F, 41st Va. Inf.
- Keaton, Samuel—Private in Co. B, 61st Va. Inf.
- Kinsey, James M.—Private in Co. B, 61st Va. Inf.
- Kinsey, William H.—Private in Co. B, 61st Va. Inf.
- Kinsey, Samuel—Private in Co. B, 61st Va. Inf.
- Kher, William—Private in Co. C, 61st Va. Inf.
- Keeling, Joseph—Private in Co. D, 61st Va. Inf.
- King, Joseph—Private in Co. I, 61st Va. Inf.
- King, Edward—Private in Co. I, 61st Va. Inf.
- Kilgore, M. P.—Private in Co. I, 61st Va. Inf. Prom. sergeant.
- Keeling, Robert N. W.—Private in Co. A, 3d Va. Inf.
- Kilgore, Malory—Private in Co. A, 3d Va. Inf.
- Kitchen, Enos I.—Private in Co. E, 3d Va. Inf.
- King, James—First sergeant of Co. F, 3d Va. Inf.
- King, Moscoe—Private in Co. F, 3d Va. Inf.
- Kilby, John—Private in Co. F, 3d Va. Inf.
- Kirby, Johnson—Private in Co. H, 3d Va. Inf.
- Keeling, William—Private in Co. H, 3d Va. Inf.
- Kelsick, John R.—Private in Co. G, 9th Va. Inf.
- Kilby, John T.—Captain of Co. I, 9th Va. Inf. Ap. Surgeon C. S. A. 1862.
- Keeter, W. W.—Captain of Co. I, 9th Va. Inf.
- King, Thomas—Captain of Co. I, 9th Va. Inf.
- King, James—Captain of Co. I, 9th Va. Inf.
- Kearns, Edward—Captain of Co. K, 9th Va. Inf.
- Kilby, W. T.—Private in Co. K, 9th Va. Inf. Trans. Norfolk L. A. Blues.
- Keeling, Joseph W.—Private in Co. K, 9th Va. Inf.
- King, Leslie R.—Private in Co. K, 9th Va. Inf. Ap. engineer in navy.
- King, Leonard J.—Lieutenant of Co. C, 16th Va. Inf.
- Karn, Joseph H.—Private in Co. A, 6th Va. Inf.
- Kelly, William—Private in Co. D, 6th Va. Inf.
- Kerr, Edward—Private in Co. G, 6th Va. Inf.

King, J. Barry—Private in Co. G, 6th Va. Inf. Prom. sergt.-maj. 6th Va. Inf.
 Keeling, Solomon S.—Private in Co. G, 6th Va. Inf. Trans. Med. Dept. 1861.
 Keeffe, George T.—First corporal of Co. H, 12th Va. Inf.
 Kellum, W. P. M.—Private in Co. H, 12th Va. Inf.
 Keeley, Harrison—First sergeant of Co. C, 13th Va. Cav.
 King, George W.—Private in Portsmouth Light Art.
 Keeling, John L.—Commissary sergeant of Norfolk Light Art. Blues.
 Kisk, Richard—Private in Atlantic Art.
 Krouse, John H.—Private in Atlantic Art.
 Knowles, Daniel—Second lieutenant of United Art.
 Knight, George—Private in United Art.
 Kirsh, John H.—Private in Young's Harbor Guard—Art.
 Kennedy, John—Private in Naval Battalion.
 King, Charles K.—Lieutenant C. S. Navy.
 King, Goodman—Seaman C. S. Navy.
 King, Leslie G.—Assistant engineer C. S. Navy.

L.

Lester, J. T.—Private in Co. B, 1st N. C. Inf.
 Lee, Daniel W.—Sergeant of Co. G, 4th N. C. Inf.
 Lynch, Samuel—Private in Co. —, 7th N. C. Inf.
 Luke, G. G.—Lieutenant-colonel of 56th N. C. Inf.
 Laird, W. Samuel—Private in Co. —, 1st Va. Inf.
 Lambeth, Robert T.—Private in Co. —, 26th Va. Inf.
 Leath, Josiah—First sergeant of Co. I, 38th Va. Inf.
 Lambert, Thomas J.—Private in Co. I, 38th Va. Inf.
 Lamonte, Joshua—Private in Co. I, 38th Va. Inf.
 Lamonte, Henry—Private in Co. I, 38th Va. Inf.
 Lambert, John N.—Private in Co. I, 38th Va. Inf.
 Lambert, Henry J.—Private in Co. I, 38th Va. Inf.
 Land, Henry—Private in Co. I, 38th Va. Inf.
 Lowe, John Z.—Corporal of Co. F, 41st Va. Inf.
 Lowe, William J.—Private in Co. F, 41st Va. Inf.
 Lockhart, Benjamin H.—Private in Co. F, 41st Va. Inf.
 Lynch, Onessimus M.—Private in Co. F, 41st Va. Inf.
 Lewis, Abner—Private in Co. A, 61st Va. Inf.
 Lynch, John—Private in Co. A, 61st Va. Inf.
 Lynch, LeRoy—Private in Co. A, 61st Va. Inf.
 Lee, Alexander O.—Private in Co. A, 61st Va. Inf.
 Lee, Madison—Private in Co. B, 61st Va. Inf.
 Lee, John J.—Private in Co. B, 61st Va. Inf.
 Lindsay, Ambrose H.—Second lieutenant of Co. B, 61st Va. Inf.
 Lupton, J. W.—Private in Co. C, 61st Va. Inf.
 Lee, Willis—Private in Co. C, 61st Va. Inf.
 Lester, A. E.—Drummer of Co. D, 61st Va. Inf.
 Lane, James E.—Private in Co. E, 61st Va. Inf.
 Lindon, Mitchell—Private in Co. E, 61st Va. Inf.
 Lassiter, James—Private in Co. H, 61st Va. Inf.
 Lewton, William—Private in Co. K, 61st Va. Inf.
 Liverman, Hardy—Private in Co. A, 3d Va. Inf.
 Liverman, Maurice—Private in Co. A, 3d Va. Inf.
 Lumber, William H.—Fourth corporal of Co. B, 3d Va. Inf.
 Leggett, Walter—Private in Co. B, 3d Va. Inf.
 Loudoun, James T.—Private in Co. B, 3d Va. Inf.
 Lawrence, Albert—Private in Co. F, 3d Va. Inf.
 Lassiter, James—Private in Co. F, 3d Va. Inf.
 Lingo, John W.—Third lieutenant of Co. H, 3d Va. Inf.
 Lee, Charles P.—Private in Co. H, 3d Va. Inf.
 Lash, Joseph—Private in Co. H, 3d Va. Inf.
 Linscot, David—Private in Co. H, 3d Va. Inf.
 Lash, James—Private in Co. H, 3d Va. Inf.
 London, J. T.—Private in Co. H, 3d Va. Inf.
 Lanier, Thomas J.—Private in Co. A, 9th Va. Inf.
 Linn, George—Lieutenant of Co. D, 9th Va. Inf.
 Linn, Charles B.—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
 Long, L. C.—Private in Co. D, 9th Va. Inf.
 Land, James W. T.—Private in Co. G, 9th Va. Inf.
 Lattimer, John W.—Private in Co. G, 9th Va. Inf.
 Lewis, George W.—Private in Co. G, 9th Va. Inf.
 Lewer, Henry B.—Sergeant of Co. I, 9th Va. Inf.
 Lewis, William—Private in Co. I, 9th Va. Inf.
 Litchfield, Jacob—Private in Co. I, 9th Va. Inf.
 Lewis, Ambrose—Private in Co. I, 9th Va. Inf.
 Lassiter, John—Private in Co. I, 9th Va. Inf.
 Lewis, Jacob—Private in Co. K, 9th Va. Inf.
 Langhorne, John C.—Private in Co. K, 9th Va. Inf. Ap. capt's. clerk in Navy.
 Lash, John W.—Private in Co. C, 16th Va. Inf. Det. with sharpshooters of Regt.
 Lattimer, Charles W.—Private in Co. C, 16th Va. Inf. Trans. to Navy.
 Linn, John—Private in Co. C, 16th Va. Inf.
 Lynch, Stephen—Private in Co. C, 16th Va. Inf.
 Lee, Ivy—Private in Co. A, 6th Va. Inf.
 Lamb, William—Captain of Co. C, 6th Va. Inf. Prom. Col. 36th N. C. Inf.
 Land, Thomas F.—Private in Co. C, 6th Va. Inf.
 Lawrence, George W.—Private in Co. D, 6th Va. Inf.
 Lester, John T.—Second lieutenant of Co. G, 6th Va. Inf.
 Langley, William H.—First corporal of Co. G, 6th Va. Inf. Det. Commissary Dept. 1863.
 Langhorne, William W.—Private in Co. G, 6th Va. Inf.
 Lawson, Adrain S.—Private in Co. G, 6th Va. Inf. Trans. to Co. A, 5th Va. Cav. 1864.
 Laylor, George—Private in Co. H, 6th Va. Inf.
 Lewis, George E.—Private in Co. H, 6th Va. Inf.
 Lovett, Edward J.—Private in Co. H, 12th Va. Inf.
 Lewis, Thomas J.—Private in Co. H, 12th Va. Inf.
 Lewis, William—Private in Co. H, 12th Va. Inf.
 Longworth, James—Private in Co. H, 12th Va. Inf.
 Lufsey, James—Private in Co. H, 12th Va. Inf.
 Lanier, Samuel—Private in Art. Corps.
 Lewis, Robert—Private in Portsmouth Light Art.
 Lynch, Wilson B.—Private in Portsmouth Light Art.
 Liverman, H.—Private in Portsmouth Light Art.
 Lee, L. M., Jr.—Private in Norfolk Light Art. Blues.
 Land, W. A.—Private in Norfolk Light Art. Blues.
 LeCompte, J. W.—Private in Norfolk Light Art. Blues.
 Lee, F. D.—Private in Norfolk Light Art. Blues.
 Lovitt, R. C.—Private in Norfolk Light Art. Blues.
 Lovitt, H. C.—Private in Norfolk Light Art. Blues.
 Lattimer, Carlton C.—Fourth Corporal of Norfolk Light Art. Blues.
 Lipseomb, Charles R.—Private in Norfolk Light Art. Blues.
 Leggett, Robert—Private in Norfolk Light Art. Blues.
 Leary, William—Fourth corporal of Atlantic Art.
 Lambert, Henry—Private in Atlantic Art.

LeDoyne, John H.—Private in Atlantic Art.
 Lakin, Edward—Second lieutenant of United Art.
 Lacoste, Emanuel—Musician in United Art.
 Lacoste, Samuel—Musician in United Art.
 Lacoste, Eugene—Musician in United Art.
 Land, George W.—Private in United Art.
 Lovely, George—Private in United Art.
 Lawrence, David—Private in United Art.
 Lewis, John—Third lieutenant of Young's Harbor
 Guard—Art.
 Lukeland, Straughan—Private in Co. H, 9th Va. Cav.
 Lee, James W.—Private in Co. F, 15th Va. Cav.
 Larke, Robert W.—Private in Co. F, 15th Va. Cav.
 Lockheart, John—Private in Co. F, 15th Va. Cav.
 Leigh, Roscoe—Private in Co. I, 15th Va. Cav.
 Lathrop, William B.—Private in Signal Corps.
 Levy, Richard B.—Private in Signal Corps.
 Livesay, James E.—Private in Signal Corps.
 Lyell, George E.—Private in Signal Corps.
 Lindsay, A. L.—Major of Signal Corps.
 Luke, W. F.—Engineer in C. S. Navy.
 Langley, Lemuel—Master in C. S. Navy.
 Levy, Charles H.—Assistant engineer in C. S. Navy.
 Lindsay, Hugh—Carpenter in C. S. Navy.

M.

Marrow, William C.—Quartermaster.
 Myrick, John D.—Captain and asst. adjt. gen.
 Moore, George T.—Private in Morris' Guards.
 Martin, Joseph B.—Sergeant-major of 4th N. C. Inf.,
 and 14th N. C. Inf.
 Martin, George G.—Private in Co. A, 3d Va. Reserves.
 Mayer, John F.—Sergeant of Co. A, 3d Va. Reserves.
 Mills, William H.—Private in Co. C, 18th Va. Inf.
 Miller, Goodson—Private in Co. F, 26th Va. Inf.
 McFall, J. C.—Private in Co. D, 28th Va. Inf.
 Mallory, Francis—Colonel of 56th Va. Inf.
 Martin, George A.—Captain of Co. I, 38th Va. Inf.
 Prom. lieutenant-col.
 Morris, A. W.—Private in Co. I, 38th Va. Inf.
 Martin, William—Private in Co. I, 38th Va. Inf.
 Mott, Lewis—Private in Co. I, 38th Va. Inf.
 May, Joseph S.—Private in Co. I, 38th Va. Inf.
 Morse, Henry—Private in Co. I, 38th Va. Inf.
 Minor, William B.—Private in Co. I, 38th Va. Inf.
 Murden, John F.—Sergeant of Co. F, 41st Va. Inf.
 Merchant, Francis M.—Private in Co. F, 41st Va. Inf.
 Prom. Lieut. of Co. K.
 Miller, William H.—Private in Co. F, 41st Va. Inf.
 McClanen, Wilson L.—Private in Co. F, 41st Va. Inf.
 Murphy, William J.—Private in Co. F, 41st Va. Inf.
 Murphy, James T.—Private in Co. F, 41st Va. Inf.
 Murden, Samuel—Private in Co. F, 41st Va. Inf.
 Murden, Reuben—Private in Co. F, 41st Va. Inf.
 Murden, Henry—Private in Co. F, 41st Va. Inf.
 Murden, Camillus—Private in Co. F, 41st Va. Inf.
 Manning, Canning—Private in Co. F, 41st Va. Inf.
 McPherson, Robert—Private in Co. F, 41st Va. Inf.
 Miller, W. H.—Private in Co. F, 41st Va. Inf.
 Morecock, J. H.—Private in Co. G, 41st Va. Inf.
 Morecock, Thomas J.—Private in Co. G, 41st Va. Inf.
 Moore, Walter S.—Ensign in 61st Va. Inf.

Mansfield, Laban—Corporal of Co. A, 61st Va. Inf.
 Mahoney, William—Musician of Co. A, 61st Va. Inf.
 Mathias, Simon—Private in Co. A, 61st Va. Inf.
 Morgan, W. P.—Private in Co. A, 61st Va. Inf.
 Morgan, A. C.—Private in Co. A, 61st Va. Inf.
 Miller, J. J.—Private in Co. A, 61st Va. Inf.
 Miller, J. H.—Private in Co. A, 61st Va. Inf.
 Miller, Lovett—Private in Co. A, 61st Va. Inf.
 Mercer, Samuel M.—Private in Co. A, 61st Va. Inf.
 Murphy, T. O. C.—Private in Co. A, 61st Va. Inf.
 Morgan, John J.—Private in Co. A, 61st Va. Inf.
 Martin, Charles—Private in Co. B, 61st Va. Inf.
 Mathias, Hilliard W.—Private in Co. B, 61st Va. Inf.
 Maund, David W.—Private in Co. B, 61st Va. Inf.
 McClanahan, Henry B.—Private in Co. B, 61st Va. Inf.
 Prom. corporal.
 McPherson, Jesse—Private in Co. B, 61st Va. Inf.
 Miles, A. W.—Private in Co. B, 61st Va. Inf.
 Mercer, Jacob B.—Private in Co. B, 61st Va. Inf.
 Miller, Jesse—Private in Co. B, 61st Va. Inf.
 Mills, James—Private in Co. B, 61st Va. Inf.
 Marchant, Johnston—Private in Co. C, 61st Va. Inf.
 Mansfield, Mathias—Private in Co. C, 61st Va. Inf.
 Mercer, Samuel—Private in Co. C, 61st Va. Inf.
 Miller, Frederick—Private in Co. C, 61st Va. Inf.
 Mathews, Ephraim—Private in Co. C, 61st Va. Inf.
 Mercer, James P. W.—Private in Co. C, 61st Va. Inf.
 Miller, Peter F.—Private in Co. C, 61st Va. Inf.
 Miller, Peleg—Private in Co. C, 61st Va. Inf.
 Melson, Henry—Private in Co. C, 61st Va. Inf.
 McPherson, James M.—Private in Co. C, 61st Va. Inf.
 Moore, William—Private in Co. D, 61st Va. Inf.
 Mathews, Elbert—Private in Co. D, 61st Va. Inf.
 Miller, Philip—Private in Co. D, 61st Va. Inf.
 Moore, William J.—Private in Co. D, 61st Va. Inf.
 Marsh, Ben.—Private in Co. D, 61st Va. Inf.
 Mayo, George Washington—Private in Co. D, 61st Va.
 Inf.
 Murray, John T.—Private in Co. D, 61st Va. Inf.
 McPherson, Peter—Private in Co. E, 61st Va. Inf.
 Mansfield, Edward L.—Corporal of Co. H, 61st Va. Inf.
 Miller, Christopher—Private in Co. H, 61st Va. Inf.
 Miller, J. F.—Private in Co. H, 61st Va. Inf.
 Mansfield, James—Private in Co. H, 61st Va. Inf.
 McWider, William H.—Private in Co. H, 61st Va. Inf.
 Mansfield, Willoughby—Private in Co. H, 61st Va. Inf.
 Prom. corporal.
 Mears, Thomas—Private in Co. H, 61st Va. Inf.
 McTyre, Robert W.—Private in Co. H, 61st Va. Inf.
 Prom. corporal.
 McGlone, J.—Private in Co. H, 61st Va. Inf.
 Morris, William H.—Private in Co. H, 61st Va. Inf.
 Melson, Levi—Private in Co. H, 61st Va. Inf.
 Mitchel, John—Private in Co. H, 61st Va. Inf.
 Mason, William—Private in Co. I, 61st Va. Inf.
 Manning, S. D.—Private in Co. I, 61st Va. Inf.
 Marchant, F. M.—Private in Co. I, 61st Va. Inf. Prom.
 1st lieutenant.
 Mears, Thomas F.—Private in Co. I, 61st Va. Inf.
 Martin, Fred—Third sergeant of Co. A, 3d Va. Inf.
 Prom. 1st lieutenant.
 Miller, Patrick H.—Private in Co. A, 3d Va. Inf. Prom.
 1st sergeant.
 Morse, Luke—Private in Co. A, 3d Va. Inf.

- McGuire, Dudley P.—Private in Co. A, 3d Va. Inf. Trans. to Ky. Regt. as-t. sur.
- McConnel, G. B.—Private in Co. A, 3d Va. Inf.
- Mathieson, Alex. C.—First sergeant of Co. B, 3d Va. Inf. Elected lieut.
- Moran, William—Private in Co. B, 3d Va. Inf.
- Morrisett, Peter—Private in Co. B, 3d Va. Inf.
- Murden, Joshua—Private in Co. B, 3d Va. Inf.
- Mitchell, George W.—First lieut. of Co. H, 3d Va. Inf.
- Mahone, Richard—First sergeant of Co. H, 3d Va. Inf.
- Mitchell, Benjamin—First sergeant of Co. H, 3d Va. Inf.
- Merkle, George—Private in Co. H, 3d Va. Inf.
- Mahoney, James H.—Private in Co. H, 3d Va. Inf.
- Mahone, Harrison—Private in Co. H, 3d Va. Inf.
- Mahone, Wilmer—Private in Co. H, 3d Va. Inf.
- McElwee, Andrew—Private in Co. H, 3d Va. Inf.
- McFarland, William—Private in Co. H, 3d Va. Inf.
- McIntyre, George—Private in Co. H, 3d Va. Inf.
- Moore, Fred E.—Private in Co. D, 9th Va. Inf.
- Minter, Andrew—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
- Morris, William T.—Private in Co. D, 9th Va. Inf.
- Matthews, John W.—Private in Co. D, 9th Va. Inf.
- Myers, Thomas H.—Orderly sergeant of Co. D, 9th Va. Inf.
- Morris, Frank—Private in Co. G, 9th Va. Inf. Trans. to Co. I, 15th Va. Cav.
- Mathews, W. R.—Private in Co. G, 9th Va. Inf.
- Monte, William G.—Private in Co. G, 9th Va. Inf.
- Murphy, Enos—Private in Co. G, 9th Va. Inf.
- Moreland, J. B.—Private in Co. G, 9th Va. Inf.
- Myers, Stephen H.—Private in Co. G, 9th Va. Inf.
- Morgan, James W.—Private in Co. G, 9th Va. Inf.
- Mathews, H.—Private in Co. G, 9th Va. Inf.
- Moore, Joseph P.—Private in Co. K, 9th Va. Inf. Trans. to Norfolk L. A. Blues.
- Myers, Robert W.—Private in Co. K, 9th Va. Inf.
- Morris, Charles S.—Private in Co. K, 9th Va. Inf.
- Manning, James—Private in Co. C, 16th Va. Inf.
- Mercer, James—Private in Co. C, 16th Va. Inf.
- McCoy, Francis—Private in Co. C, 16th Va. Inf.
- McCoy, Martin V. B.—Private in Co. C, 16th Va. Inf.
- McPherson, Noah—Private in Co. C, 16th Va. Inf.
- Moreland, Robert A.—Private in Co. C, 16th Va. Inf.
- Moreland, W. H.—Private in Co. C, 16th Va. Inf.
- Munden, Nathan—Private in Co. C, 16th Va. Inf.
- McKenny, William N.—Captain of Co. A, 6th Va. Inf. Not re-elected 1862.
- Moore, Henry L.—Private in Co. A, 6th Va. Inf.
- Monroe, Thomas E.—Private in Co. A, 6th Va. Inf.
- Messick, William J.—Private in Co. A, 6th Va. Inf.
- Mason, Alex.—First corporal of Co. C, 6th Va. Inf.
- Moore, W. F.—Sergeant of Co. D, 6th Va. Inf.
- Minnis, Clinton C.—Private in Co. D, 6th Va. Inf.
- Morris, Frank—Private in Co. D, 6th Va. Inf.
- Moreland, Robert—Private in Co. D, 6th Va. Inf. Prom. sergt.
- Martin, Samuel J.—Private in Co. D, 6th Va. Inf.
- Martin, Joshua—Private in Co. D, 6th Va. Inf.
- McLean, William—Fifth sergeant of Co. G, 6th Va. Inf.
- Marsden, B. A.—Private in Co. G, 6th Va. Inf. Prom. 2d lieut. P. A. C. S.
- Merritt, John B.—Private in Co. G, 6th Va. Inf.
- Moore, Walter S.—Private in Co. G, 6th Va. Inf. Prom. sergt.-major 61st Va. Inf.
- McPhail, Charles H.—Private in Co. G, 6th Va. Inf.
- McKenny, William N.—Private in Co. G, 6th Va. Inf. Det. Army Intelligence office 1862.
- Murray, John—Private in Co. G, 6th Va. Inf. Fur. subst.
- Myrick, David—Private in Co. G, 6th Va. Inf.
- Milhado, A. G.—Private in Co. G, 6th Va. Inf. Trans. Signal Corps 1862.
- Mapp, Richard A.—Private in Co. G, 6th Va. Inf. Trans. Signal Corps 1862.
- Marsden, James B.—Private in Co. G, 6th Va. Inf. Prom. Lieut. Provost Guard.
- Morris, Jesse S.—Private in Co. G, 6th Va. Inf. Prom. Med. Dept.
- Mallory, Charles O'C.—Private in Co. G, 6th Va. Inf. Prom. Sergt.-Maj. 55th Va. Regt. 1861.
- Mordecai, Philip M.—Private in Co. H, 6th Va. Inf.
- Mannix, W. R.—Private in Co. H, 6th Va. Inf.
- Mitchell, Edward F.—Private in Co. H, 6th Va. Inf. Det. not with Co.
- Moore, John A.—Private in Co. H, 12th Va. Inf.
- Marks, R. A.—Private in Co. H, 12th Va. Inf.
- Moreland, James—Private in Co. H, 12th Va. Inf.
- Moreland, Thomas—Private in Co. H, 12th Va. Inf.
- Murray, James T.—Private in Co. H, 12th Va. Inf.
- Mayer, Lewis—Private in Co. H, 12th Va. Inf.
- Mayer, William—Private in Co. H, 12th Va. Inf.
- McNamara, John R.—Private in Co. H, 12th Va. Inf.
- Morris, James E.—Private in Portsmouth Light Art.
- Mahoney, William B.—Private in Portsmouth Light Art.
- Moreland, Edward—Private in Portsmouth Light Art.
- Montgomery, Richard—Private in Portsmouth Light Art.
- McHorney, Stephen—Private in Portsmouth Light Art.
- Miller, P. H.—Private in Portsmouth Light Art.
- Morgan, A.—Private in Portsmouth Light Art.
- Miles, Henry—Private in Portsmouth Light Art.
- Matthews, Edward—Private in Portsmouth Light Art.
- Matthews, John W.—Private in Portsmouth Light Art.
- Murphy, John—Private in Portsmouth Light Art.
- McDonnell, Alexander H.—Private in Portsmouth Light Art.
- March, Edward G.—Private in Portsmouth Light Art.
- Myers, William T.—Private in Portsmouth Light Art.
- Murray, Dennis—Private in Portsmouth Light Art.
- Miller, Thomas E.—Private in Portsmouth Light Art.
- Miller, John—Private in Portsmouth Light Art.
- Montague, W. D.—Corporal in Norfolk Light Art. Blues.
- McKown, C. K.—Private in Norfolk Light Art. Blues.
- Moore, Joseph P.—Private in Norfolk Light Art. Blues.
- McGuire, J. B.—Private in Norfolk Light Art. Blues.
- Morse, B. N.—Private in Norfolk Light Art. Blues.
- Maupin, G. W. O., Jr.—Private in Norfolk Light Art. Blues.
- Malborn, O. L.—Private in Norfolk Light Art. Blues.
- Masi, F. J.—Private in Norfolk Light Art. Blues.
- Moore, J. E.—Private in Norfolk Light Art. Blues.
- McCarrick, D.—Private in Norfolk Light Art. Blues.
- Moore, Joseph D.—Second lieutenant of Norfolk Light Art. Blues. Prom. to captain.
- Merwin, W. F.—Private in Norfolk Light Art. Blues.

- Mitchell, T. G.—Private in Norfolk Light Art. Blues.
 Moreland, Richard R.—Private in Norfolk Light Art. Blues.
 Morris, G. W.—Private in Norfolk Light Art. Blues.
 Morris, Joseph—Private in Norfolk Light Art. Blues.
 Marrow, William C.—First lieutenant of Atlantic Art.
 Mathias, David—Fourth sergeant of Atlantic Art.
 Mathias, Henry B.—Private in Atlantic Art.
 Murray, John T.—Private in United Art.
 McCarty, Neal—Private in United Art.
 Manning, A. J.—Private in United Art.
 Murray, George—Private in United Art.
 Maloye, Jack—Private in United Art.
 Morris, John—Private in United Art.
 Miller, Redman—Private in United Art.
 Murray, John C.—Third sergeant of Young's Harbor Guard—Art.
 Martin, John—Private in Young's Harbor Guard—Art.
 Morrison, Joseph—Private in Young's Harbor Guard—Art.
 Murphy, Thomas—Private in Young's Harbor Guard—Art.
 Madison, James H.—Private in Parker's Art.
 Marsden, F. C.—Private in Richmond Howitzers—Art.
 McKenny, James M.—Private in Richmond Howitzers—Art.
 Martin, James G.—Private in Co. F, 15th Va. Cav.
 Martin, James E.—Private in Co. F, 15th Va. Cav.
 McPherson, Thomas G.—Private in Co. F, 15th Va. Cav.
 Mears, Elvington R.—Private in Co. F, 15th Va. Cav.
 Miller, Augustus—Private in Co. F, 15th Va. Cav.
 Miller, James—Private in Co. F, 15th Va. Cav.
 McClanahan, John H.—Private in Co. —, 15th Va. Cav.
 Miller, John—Private in Capt. Cooper's 8th Va. Cav.
 McDonald, Edward—Private in 16th Va. Cav.
 Mapp, Richard A.—Third sergeant in Signal Corps.
 Martin, Eugene S.—Private in Signal Corps.
 Moore, F. M.—Private in Signal Corps.
 Maund, David W.—Private in Signal Corps.
 Minter, William R.—Private in Naval Brigade.
 McIntosh, Charles F.—Commander C. S. Navy.
 McCarrick, Patrick—Lieutenant in C. S. Navy.
 Minor, Lewis D.—Surgeon in C. S. Navy.
 McClenahan, W. F.—Surgeon in C. S. Navy.
 Mayo, Wyndlean R.—Master in C. S. Navy.
 Mallory, C. K.—Midshipman in C. S. Navy.
 McMahon, Hugh— — in C. S. Navy.
 McCarrick, P. H.—Midshipman in C. S. Navy.
 McBlair, William—Master's mate in C. S. Navy.
 Murdaugh, William H.—Lieutenant in C. S. Navy.
 Murdaugh, John W.—Lieutenant in C. S. Navy.
 Manning, Edward W.—Chief engineer in C. S. Navy.
 Meads, R. J.—Carpenter in C. S. Navy.
 Mahoney, E. A.—Sailmaker in C. S. Navy.
 McBlair, Charles R.—Master's mate in C. S. Navy.
- Nash, Henry—Private in Co. A, 41st Va. Inf.
 Nichols, Thomas J.—Private in Co. B, 41st Va. Inf.
 Nichols, Willoughby—Private in Co. B, 41st Va. Inf.
 Nichols, James—Private in Co. B, 41st Va. Inf.
 Northern, James—Private in Co. C, 41st Va. Inf.
 Nash, James E.—Private in Co. F, 41st Va. Inf.
 Nicholson, Allen F.—Private in Co. F, 41st Va. Inf.
 Nash, John C.—Third corporal of Co. A, 3d Va. Inf.
 Nash, James E.—Private in Co. A, 3d Va. Inf.
 Nash, William H.—Private in Co. A, 3d Va. Inf.
 Norsworthy, Francis—Private in Co. B, 3d Va. Inf.
 Nichols, Thomas J.—Private in Co. H, 3d Va. Inf.
 Nichols, Jerry—Private in Co. H, 3d Va. Inf.
 Nottingham, Jacob—Private in Co. H, 3d Va. Inf.
 Newman, John B.—Private in Co. D, 9th Va. Inf.
 Nash, Richard James—Private in Co. G, 9th Va. Inf.
 Niemeyer, John C.—First lieutenant in Co. I, 9th Va. Inf.
 Neville, William A.—Private in Co. K, 9th Va. Inf.
 Nelson, John—Private in Co. D, 61st Va. Inf.
 Nellums, William—Private in Co. C, 6th Va. Inf.
 Nottingham, Obadiah—Private in Co. D, 6th Va. Inf.
 Newton, Thomas—Private in Co. F, 6th Va. Inf.
 Nottingham, W. W.—Private in Co. H, 6th Va. Inf.
 Naw, V. J.—Private in Co. E, 12th Va. Inf.
 Norfleet, Nathaniel—Private in Co. H, 12th Va. Inf.
 Norwood, John W.—Private in Co. H, 12th Va. Inf.
 Nunnally, E. J.—Private in Co. H, 12th Va. Inf.
 Newby, S. W.—Private in Portsmouth Light Art.
 Nash, John H.—Orderly sergeant in Norfolk Light Art. Blues.
 Nash, W.—Private in Norfolk Light Art. Blues.
 Newton, — — Private in Norfolk Light Art. Blues.
 Nimmo, P. E.—Private in Norfolk Light Art. Blues.
 Norvell, C. R.—Private in Norfolk Light Art. Blues.
 Nelson, Richard—Fourth sergeant in United Art.
 Nimmo, John—Lieutenant in Richmond Howitzers—Art.
 Northern, James L.—First lieutenant in Co. F, 15th Va. Cav.
 Nicholas, Willoughby L.—Private in Co. F, 15th Va. Cav.
 Norsworthy, Joseph C.—Private in Signal Corps.
 Nash, William C.—Private in Signal Corps.
 Newton, Virginius—Midshipman in C. S. Navy.
 Nash, D. M. W.—Master in C. S. Navy.
 Nelson, L. J.—Boatswain in C. S. Navy.
 Niemeyer, Woodis H.—Captain's clerk in C. S. Navy.

O.

- Oniler, Joseph—Private in Co. I, 38th Va. Inf.
 Old, W. W.—Private in Co. I, 38th Va. Inf. Prom. captain and A. A. G.
 Old, George D.—Corporal in Co. A, 61st Va. Inf. Prom. captain and commissary.
 Only, Naheriah—Private in Co. A, 61st Va. Inf.
 Overton, C. N.—Private in Co. A, 61st Va. Inf.
 Overton, Grandy—Private in Co. A, 61st Va. Inf.
 Only, William H.—Private in Co. C, 61st Va. Inf.
 Overton, Samuel S.—Private in Co. C, 61st Va. Inf.
 Only, John—Private in Co. D, 61st Va. Inf.
 Only, James—Private in Co. D, 61st Va. Inf.
 Only, Thomas E.—Private in Co. D, 61st Va. Inf.
 Outens, John—Private in Co. D, 61st Va. Inf.

N.

- Nichols, John T.—Private in Co. A, 8th N. C. Inf.
 Needom, Wilson—Private in Co. I, 38th Va. Inf.
 Nash, V. W.—Lieutenant in Co. —, 32d Va. Inf.
 Nash, Cincinnati—Private in Co. A, 41st Va. Inf. Prom. sergt.

Only, Absalom—Private in Co. E, 61st Va. Inf.
 Only, Alexander—Private in Co. E, 61st Va. Inf.
 Osborne, Raison—Private in Co. E, 61st Va. Inf.
 Ottley, William N.—Private in Co. E, 61st Va. Inf.
 Owens, George—Private in Co. E, 61st Va. Inf.
 Only, Hallowell—Private in Co. H, 61st Va. Inf.
 Only, Joseph—Private in Co. H, 61st Va. Inf.
 Ogilevi, George—Corporal in Co. I, 61st Va. Inf.
 Outten, William—Second corporal in Co. B, 3d Va. Inf. Prom. 3d sergt.
 O'Donnell, Patrick—Private in Co. II, 3d Va. Inf.
 Owens, John C.—Captain of Co. G, 9th Va. Inf. Prom. Col. 9th Va. Inf.
 Owens, A. B.—Private in Co. G, 9th Va. Inf. Prom. Courier.
 Owens, Edward M.—Private in Co. G, 9th Va. Inf.
 Oliver, William J.—Private in Co. G, 9th Va. Inf.
 Owens, Thomas C.—Private in Co. G, 9th Va. Inf.
 Owens, Ammon H.—Private in Co. C, 6th Va. Inf.
 Oakley, Thomas—Private in Co. D, 6th Va. Inf.
 Owens, John—Private in Co. D, 6th Va. Inf.
 Owens, Thomas F.—Captain of Co. H, 12th Va. Inf.
 Owens, William T.—Private in Co. H, 12th Va. Inf.
 Oakham, Thomas J.—Lieutenant in Portsmouth Light Art.
 Overman, Quinton—Private in Portsmouth Light Art.
 Oniel, Charles—Private in Norfolk Light Art. Blues.
 Orgain, John G.—Captain of Co. C, 18th Battalion Art.
 Old, John F.—Fourth sergeant in Co. F, 15th Va. Cav.
 Old, James Y.—Private in Co. F, 15th Va. Cav.
 Owens, John—Gunner in C. S. Navy.

P.

Pedrick, C. M.—Hospital steward.
 Pierce, Thomas W.—Major and commissary.
 Portlock, Robert G.—Assistant adjutant general.
 Pitman, John C.—Private in Co. K, 2d N. C. Inf.
 Penden, John L.—Private in Co. H, 2d N. C. Cav.
 Powell, John—Private in Co. I, 38th Va. Inf.
 Peyton, James A.—Private in Co. I, 38th Va. Inf.
 Pugh, Abraham—Private in Co. I, 38th Va. Inf.
 Peed, Charles W.—Private in Co. I, 38th Va. Inf.
 Portlock, Arthur E.—Captain of Co. F, 41st Va. Inf.
 Portlock, William F.—Private in Co. F, 41st Va. Inf.
 Portlock, Dempsy—Private in Co. F, 41st Va. Inf.
 Pherral, Isaac—Private in Co. F, 41st Va. Inf.
 Pritchard, Wiley—Private in Co. A, 61st Va. Inf.
 Pritchard, Joseph—Private in Co. A, 61st Va. Inf.
 Parsons, Johnson T.—Private in Co. B, 61st Va. Inf.
 Parker, Peter—Private in Co. B, 61st Va. Inf.
 Powers, Wesley—Private in Co. B, 61st Va. Inf. Trans. to Co. C.
 Paul, William James—Private in Co. C, 61st Va. Inf.
 Powers, John—Private in Co. C, 61st Va. Inf.
 Parker, George—Private in Co. D, 61st Va. Inf.
 Portlock, Gustavus W.—First sergeant in Co. E, 61st Va. Inf.
 Pitt, Augustus R.—Sergeant in Co. E, 61st Va. Inf.
 Portlock, Thomas E.—Private in Co. E, 61st Va. Inf.
 Peek, Calvin L.—Corporal in Co. I, 61st Va. Inf. Prom. sergeant.
 Peek, Ammon—Private in Co. I, 61st Va. Inf.
 Peel, Thomas—Private in Co. I, 61st Va. Inf.

Porter, Thomas—Private in Co. I, 61st Va. Inf.
 Parker, William S.—Private in Commissary Dept. Va. Inf.
 Peaks, John D.—Private in Co. A, 3d Va. Inf.
 Parker, William—Private in Co. B, 3d Va. Inf. Trans. to Signal Corps.
 Parsons, William H.—Private in Co. B, 3d Va. Inf. Trans. to Navy.
 Powell, Benjamin F.—Private in Co. B, 3d Va. Inf.
 Peed, Julian—Private in Co. H, 3d Va. Inf.
 Peed, Leroy S.—Private in Co. D, 9th Va. Inf.
 Pitt, L. D.—Private in Co. D, 9th Va. Inf. Trans. to Navy.
 Phillips, Michael—Private in Co. G, 9th Va. Inf.
 Phillips, William R.—Private in Co. G, 9th Va. Inf.
 Pugh, Lindsay—Private in Co. G, 9th Va. Inf. Det. to work in Navy Yard.
 Prentis, Joseph—Sergeant in Co. I, 9th Va. Inf.
 Parker, Thomas—Private in Co. I, 9th Va. Inf.
 Parker, W. J.—Private in Co. I, 9th Va. Inf.
 Parker, Willis M.—Private in Co. K, 9th Va. Inf.
 Pierce, Thomas W.—Private in Co. K, 9th Va. Inf. Ap. Major and Quartermaster.
 Pierce, William H.—Private in Co. K, 9th Va. Inf.
 Porter, John W. H.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
 Poulson, George—Private in Co. C, 16th Va. Inf.
 Perkinson, Charles W.—Second lieutenant in Co. A, 6th Va. Inf. Elected Capt. 1862.
 Pitts, Marcellus—Private in Co. A, 6th Va. Inf.
 Phillips, Thomas W.—First lieutenant in Co. C, 6th Va. Inf.
 Padgett, Timothy D.—Fourth sergeant in Co. C, 6th Va. Inf.
 Peters, John—Private in Co. C, 6th Va. Inf.
 Powell, Henry—Private in Co. C, 6th Va. Inf.
 Peed, John W.—Private in Co. C, 6th Va. Inf.
 Pitt, William J.—Private in Co. C, 6th Va. Inf.
 Parr, William—Private in Co. D, 6th Va. Inf.
 Purdy, John J.—Private in Co. D, 6th Va. Inf.
 Parsons, Elias A.—Private in Co. F, 6th Va. Inf.
 Pentz, George McK.—Private in Co. G, 6th Va. Inf. Trans. Maryland Line 1862.
 Portlock, Robert G.—Private in Co. G, 6th Va. Inf. Prom. Sergt.-Maj. 9th Va. Inf. 1862.
 Plummer, Joshua—Private in Co. H, 6th Va. Inf.
 Peek, William N.—Private in Co. H, 6th Va. Inf.
 Pierce, Elisha—Private in Co. I, 6th Va. Inf.
 Peed, W. A.—Private in Co. H, 12th Va. Inf.
 Pope, John—Private in Co. H, 12th Va. Inf.
 Phillips, Devereux M.—Private in Co. I, 12th Va. Inf.
 Parker, Ephraim—Private in Portsmouth Light Art.
 Peed, Robert—Private in Portsmouth Light Art.
 Phillips, William—Private in Portsmouth Light Art.
 Parker, Thomas—Private in Portsmouth Light Art.
 Peet, William T.—First lieutenant in Norfolk Light Art. Blues.
 Petty, J. C.—Private in Norfolk Light Art. Blues.
 Peet, J. D.—Private in Norfolk Light Art. Blues.
 Porter, Robert T.—Private in Norfolk Light Art. Blues.
 Peed, Fred M.—Third sergeant in Norfolk Light Art. Blues. Prom. 2d lieutenant.
 Parrott, Augustus—Private in Norfolk Light Art. Blues.

Peed, George W.—Private in Norfolk Light Art. Blues.
 Phillips, Thomas B.—Private in Norfolk Light Art. Blues.
 Patterson, John H.—Private in Atlantic Art.
 Pmkham, Charles—Private in Atlantic Art.
 Porter, Fayette F.—Second sergeant in United Art.
 Pagaud, W. H.—First sergeant in Young's Harbor Guard—Art.
 Philpots, A. O.—Private in Goochland Art.
 Parkerson, William H.—Private in Manley's Battery,—Art.
 Pollard, T. Pollard—Private in Co. A, 10th Battalion Art.
 Peters, Osmond—Captain of Art.—Assigned to ordnance duty.
 Parker, Staord H.—Lieutenant of ordnance.
 Parker, George D.—Captain of battery—Fort Fisher.
 Pritchard, Lemuel J.—Third lieutenant in Co. F, 15th Va. Cav.
 Pritchard, William—Fourth corporal in Co. F, 15th Va. Cav.
 Parsons, Napoleon B.—Private in Co. F, 15th Va. Cav.
 Pitts, Andrew J.—Private in Co. F, 15th Va. Cav.
 Petty, William—Private in Co. F, 15th Va. Cav.
 Peyton, Joseph A.—Private in Co. F, 15th Va. Cav.
 Palmer, George O. N.—Private in Co. I, 15th Va. Cav.
 Parker, Robert—Private in Co. C, 13th Va. Cav.
 Parker, Joseph A.—Private in Cavalry.
 Parker, William H.—Private in Signal Corps.
 Peters, William R.—Private in Signal Corps.
 Page, Hugh N.—Captain of Virginia Navy.
 Parker, William H.—Lieutenant in C. S. Navy.
 Parris, Lewis—Master in C. S. Navy.
 Pegram, James W.—Midshipman in C. S. Navy.
 Parker, John H.—Lieutenant in C. S. Navy.
 Porter, J. L.—Chief constructor in C. S. Navy.
 Pierce, Joseph—Constructor in C. S. Navy.
 Poindexter, C. B.—Lieutenant in C. S. Navy.

Q

Quillan, John—Private in Co. D, 9th Va. Inf.
 Quillin, Richard H.—Private in Co. I, 9th Va. Inf.
 Quinn, Michael—Chief engineer in C. S. Navy.

R

Robbins, Asher.
 Reid, John.
 Ryan, Rev. Abram J—Chaplain.
 Ricketts, Augustus—Private in Letcher Rangers.
 Rowe, Allen M.—Private in Co. I, 2d N. C. Inf.
 Richardson, John Q.—Major of 52d N. C. Inf.
 Ross, Joseph—Private in Co. F, 4th Ga. Inf.
 Russell, William P.—Private in Co. L, 32d Va. Inf.
 Ross, John E.—Private in Co. I, 38th Va. Inf.
 Reed, David—Private in Co. I, 38th Va. Inf.
 Reed, John—Private in Co. I, 38th Va. Inf.
 Ross, Edward—Private in Co. I, 38th Va. Inf.
 Rogers, Roderick—Private in Co. I, 38th Va. Inf.
 Robinson, William—Private in Co. I, 38th Va. Inf.
 Rainy, Malachi—Private in Co. I, 38th Va. Inf.
 Revel, John—Private in Co. I, 38th Va. Inf.
 Randolph, James A.—Private in Co. F, 41st Va. Inf.

Roane, Lemuel T.—Orderly sergeant in Co. C, 26th Va. Inf.
 Ried, William M.—Private in Co. A, 61st Va. Inf.
 Rogers, Charles E.—Private in Co. B, 61st Va. Inf.
 Rolison, John—Private in Co. C, 61st Va. Inf.
 Rhoner, John—Private in Co. C, 61st Va. Inf.
 Robertson, David S.—Sergeant in Co. D, 61st Va. Inf.
 Richardson, Benjamin—Private in Co. D, 61st Va. Inf.
 Rutter, Thomas—Private in Co. D, 61st Va. Inf.
 Rawson, Charles—Private in Co. D, 61st Va. Inf.
 Rudd, William D.—Private in Co. E, 61st Va. Inf.
 Robinson, E.—Private in Co. H, 61st Va. Inf.
 Ribble, Joseph—Private in Co. I, 61st Va. Inf. Fur. subst.
 Rodman, Pierce—Private in Co. I, 61st Va. Inf.
 Ross, George—Corporal of Co. H, 61st Va. Inf.
 Reed, Littleton D.—Second sergeant in Co. K, 61st Va. Inf.
 Reed, Thomas P.—Private in Co. A, 3d Va. Inf.
 Read, Charles—Private in Co. B, 3d Va. Inf.
 Richardson, John W.—Drummer in Co. F, 3d Va. Inf.
 Roberts, Thomas—Private in Co. H, 3d Va. Inf.
 Rowell, William—Private in Co. H, 3d Va. Inf.
 Reed, Robert E.—Private in Co. D, 9th Va. Inf.
 Richardson, William J.—Captain of Co. D, 9th Va. Inf. Prom. Maj. and Lt.-Col. 9th Va. Inf.
 Revell, Randall—Private in Co. D, 9th Va. Inf.
 Robertson, William D.—Private in Co. D, 9th Va. Inf.
 Roane, Alonzo B.—Private in Co. D, 9th Va. Inf.
 Ruthledge, Anthony—Private in Co. I, 9th Va. Inf.
 Richardson, George Clay—Private in Co. I, 9th Va. Inf.
 Robinson, James H.—Second lieutenant in Co. K, 9th Va. Inf.
 Richardson, John H.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
 Rodman, Robert C.—Private in Co. K, 9th Va. Inf.
 Richardson, N. F.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
 Richardson, Charles E.—Private in Co. K, 9th Va. Inf. Trans. to N. C. Regt.
 Reid, Charles—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
 Rudd, Benjamin—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
 Riddick, James W.—Private in Co. K, 9th Va. Inf. Prom. Capt. and Adit. N. C. Brig.
 Ramsay, T.—Private in Co. C, 6th Va. Inf.
 Roberts, John R.—Private in Co. C, 6th Va. Inf.
 Ruthledge, Absalom F.—Private in Co. D, 6th Va. Inf.
 Robinson, Benjamin—Private in Co. D, 6th Va. Inf.
 Ralph, John—Private in Co. D, 6th Va. Inf.
 Robertson, Duncan, Jr.—First lieutenant in Co. G, 6th Va. Inf.
 Reid, James T. S.—Private in Co. G, 6th Va. Inf. Prom. 1st Lieut. Ord. Staff.
 Reynolds, Henry S.—Private in Co. G, 6th Va. Inf. Det. Coms. Dept. 1862.
 Robinson, William—Private in Co. G, 6th Va. Inf. Trans. to 32d N. C. Regt.
 Robinson, William C.—Private in Co. G, 6th Va. Inf.
 Robertson, Cary—Private in Co. G, 6th Va. Inf. Prom. Sergt.-Maj. 1864.
 Robbins, George S.—Private in Co. G, 6th Va. Inf.
 Rosenburg, Mich.—Private in Co. G, 6th Va. Inf.

- Rowe, Stephen D.—Private in Co. G, 6th Va. Inf. Trans. to Co. A, 5th Va. Cav. 1862.
- Rowland, John H.—Private in Co. G, 6th Va. Inf. Trans. Co. D, 20th Va. Bat. Heavy Art.
- Ridley, William G.—Private in Co. G, 6th Va. Inf.
- Ross, John R.—Private in Co. H, 6th Va. Inf.
- Roberts, William J.—Private in Co. H, 6th Va. Inf.
- Reynolds, William C.—Private in Co. H, 6th Va. Inf. Trans. to Navy 1863.
- Ratnay, William H.—First sergeant in Co. H, 12th Va. Inf.
- Randolph, N. B.—First Sergeant in Co. H, 12th Va. Inf.
- Rogers, John M.—First Sergeant in Co. H, 12th Va. Inf.
- Robinson, John R.—First Sergeant in Co. H, 12th Va. Inf. Prom. Sergt. 1862.
- Russ, Francis—Lieutenant in Portsmouth Light Art.
- Reynolds, Joseph S.—Private in Portsmouth Light Art.
- Rogers, F. D.—Private in Portsmouth Light Art.
- Reardon, Michael E.—Private in Portsmouth Light Art.
- Rieger, Joseph—Private in Portsmouth Light Art.
- Rehm, Fred—Private in Portsmouth Light Art.
- Reid, John S.—Private in Norfolk Light Art. Blues.
- Reynolds, Robert E.—Private in Norfolk Light Art. Blues.
- Roberts, John B.—Private in Norfolk Light Art. Blues.
- Rogers, John C.—Private in Norfolk Light Art. Blues.
- Rogers, W. H. R.—Private in Norfolk Light Art. Blues.
- Rainier, J. T.—Corporal in Norfolk Light Art. Blues.
- Rogers, Charles—First corporal in Norfolk Light Art. Blues.
- Ransome, Alexander—Private in Norfolk Light Art. Blues.
- Reed, Nathaniel G.—Private in Norfolk Light Art. Blues.
- Robbins, Joseph W.—Private in Norfolk Light Art. Blues.
- Robinson, Edward C.—Private in Norfolk Light Art. Blues.
- Rose, Louis—Private in Norfolk Light Art. Blues. Absent—sick.
- Rye, Richard—Private in Norfolk Light Art. Blues.
- Roberts, W. Roy—Second lieutenant in Atlantic Art.
- Richardson, William—Private in Atlantic Art.
- Robinson, F. J.—Private in United Art.
- Rhea, George W.—Private in United Art.
- Reid, Charles—Private in United Art.
- Roberts, Henry—Second lieutenant in Young's Harbor Guard—Art.
- Richardson, John F.—Second sergeant in Young's Harbor Guard—Art.
- Reed, Charles C.—Private in Co. A, Smith's Art.
- Robertson, Thomas C.—Private in 9th Va. Cav.
- Robbins, John C.—Private in 24th Va. Cav.
- Reid, William C.—Private in Co. F, 15th Va. Cav. Trans. to Navy 1862.
- Russell, Thomas B.—Private in Co. F, 15th Va. Cav.
- Ricks, James R.—Private in Signal Corps.
- Reed, Washington—Private in Signal Corps.
- Riley, Orev.—C. S. Navy.
- Reardon, L. B.—Assistant paymaster in C. S. Navy.
- Roots, L. M.—Midshipman in C. S. Navy.
- Ramsay, H. A.—Chief engineer in C. S. Navy.
- S.
- Smith, Peter—Private in N. C. Regt.
- Speight, Henry—Private in 68th N. C. Inf.
- Semms, W. C.—Private in Co. A, 7th N. C. Inf.
- Sadler, W. W.—Private in Co. F, 33d N. C. Inf.
- Smith, W. D.—Private in Co. A, 3d N. C. Battalion.
- Sharp, W. D.—Private in Co. F, 40th N. C. Heavy Art.
- Satchfield, Thomas C.—Private in Co. E, 44th Va. Battalion.
- Stringer, James W.—Private in Co. A, 38th Va. Inf.
- Sawyer, C. T.—Private in Co. I, 38th Va. Inf.
- Smith, James E.—Private in Co. I, 38th Va. Inf.
- Stringer, Thomas J.—Private in Co. I, 38th Va. Inf.
- Smith, W. S.—Corporal in Co. I, 38th Va. Inf.
- Shermadine, William—Private in Co. I, 38th Va. Inf.
- Sykes, William—Private in Co. I, 38th Va. Inf.
- Spence, Abner—Private in Co. I, 38th Va. Inf.
- Sykes, Jesse—Private in Co. I, 38th Va. Inf.
- Sykes, James W.—Private in Co. F, 41st Va. Inf.
- Sykes, Alexander F.—Private in Co. F, 41st Va. Inf.
- Speight, David—Private in Co. F, 41st Va. Inf.
- Scaff, John D.—Private in Co. F, 41st Va. Inf.
- Squires, Seth W.—Private in Co. F, 41st Va. Inf.
- Spivey, Edwin—Private in Co. I, 41st Va. Inf.
- Scott, William T.—Private in Co. A, 61st Va. Inf.
- Scott, Joseph—Private in Co. A, 61st Va. Inf.
- Sivells, D. T.—Private in Co. A, 61st Va. Inf.
- Sivells, Alexander—Private in Co. A, 61st Va. Inf.
- Speight, Benjamin F.—Private in Co. A, 61st Va. Inf.
- Sykes, W. O.—Private in Co. A, 61st Va. Inf. Prom. corporal.
- Sykes, Joseph—Private in Co. A, 61st Va. Inf.
- Sykes, Josephus—Private in Co. A, 61st Va. Inf.
- Sykes, Henry—Private in Co. A, 61st Va. Inf.
- Sykes, J. C. C.—Private in Co. A, 61st Va. Inf.
- Stott, James A.—Third lieutenant of Co. B, 61st Va. Inf. Prom. 2d lieutenant.
- Saunders, Daniel—Private in Co. B, 61st Va. Inf.
- Scarff, Charles S.—Private in Co. B, 61st Va. Inf.
- Steel, William W.—Private in Co. B, 61st Va. Inf.
- Stewart, Ashwell—Private in Co. B, 61st Va. Inf.
- Stewart, Tazewell—Private in Co. B, 61st Va. Inf.
- Stewart, William—Private in Co. B, 61st Va. Inf.
- Stanley, Samuel—Private in Co. B, 61st Va. Inf.
- Stanley, Hillary—Private in Co. B, 61st Va. Inf.
- Sykes, William—Private in Co. B, 61st Va. Inf.
- Sykes, George A.—Private in Co. B, 61st Va. Inf.
- Simmons, Ashville—First lieutenant in Co. C, 61st Va. Inf.
- Shirley, John—Sergeant in Co. C, 61st Va. Inf.
- Stewart, Adrian D.—Private in Co. C, 61st Va. Inf.
- Sawyer, Nelson—Private in Co. C, 61st Va. Inf.
- Savills, Marcus A.—Private in Co. C, 61st Va. Inf.
- Sawyer, Joseph—Private in Co. C, 61st Va. Inf.
- Speight, Raynor—Private in Co. C, 61st Va. Inf.
- Sawyer, Gideon L.—Private in Co. C, 61st Va. Inf.
- Stewart, David H.—Private in Co. C, 61st Va. Inf.
- Sawyer, William J.—Private in Co. C, 61st Va. Inf.
- Suggs, George F.—Private in Co. C, 61st Va. Inf.
- Singleton, John—Private in Co. D, 61st Va. Inf.
- Shepperd, John—Private in Co. D, 61st Va. Inf.

- Saunders, William D. B.—Private in Co. E, 61st Va. Inf.
- Stewart, Thomas—Private in Co. E, 61st Va. Inf.
- Stokes, James—Private in Co. E, 61st Va. Inf.
- Stokes, Robert—Private in Co. E, 61st Va. Inf.
- Stokes, Wilson F.—Private in Co. E, 61st Va. Inf.
- Simmons, John R.—Third sergeant in Co. H, 61st Va. Inf. Prom. 1st sergt.
- Sorey, John C.—Corporal in Co. H, 61st Va. Inf.
- Sherwood, John M.—First sergeant in Co. I, 61st Va. Inf.
- Shepherd, Edward C.—Second sergeant in Co. I, 61st Va. Inf.
- Sibley, William—Private in Co. I, 61st Va. Inf.
- St. George, William E.—Private in Co. I, 61st Va. Inf.
- Smith, W. J.—Private in Co. I, 61st Va. Inf.
- Sawyer, John I.—Private in Co. K, 61st Va. Inf.
- Stafford, Richard—Private in Co. K, 61st Va. Inf.
- Sykes, Joseph J.—Private in Co. K, 61st Va. Inf.
- Stephens, Joseph L.—Private in Co. K, 61st Va. Inf.
- Sorey, Evan—Private in Co. K, 61st Va. Inf.
- Staylor, Thomas—Private in Co. K, 61st Va. Inf.
- Sullivan, Henry—Sergeant in Co. C, 1st Va. Inf.
- Simmons, W. A.—Private in Co. A, 3d Va. Inf.
- Sawyer, Kader—Private in Co. A, 3d Va. Inf.
- Simmons, Thomas—Private in Co. B, 3d Va. Inf.
- Smith, George A.—Private in Co. B, 3d Va. Inf. Trans. to Navy.
- Sturtevant, William P.—First sergeant in Co. H, 3d Va. Inf.
- Sherwood, Robert A.—Corporal in Co. H, 3d Va. Inf.
- Smith, James—Third sergeant in Co. H, 3d Va. Inf.
- Stokes, Isaiah—Second sergeant in Co. H, 3d Va. Inf.
- Savage, Thomas—Private in Co. H, 3d Va. Inf.
- Scott, Robert G.—Private in Co. H, 3d Va. Inf.
- Stokes, Edward—Private in Co. H, 3d Va. Inf.
- Southall, J. H.—Surgeon in 55th Va. Inf.
- Sale, Henry G.—Private in Co. D, 9th Va. Inf.
- Skinner, Abraham—Private in Co. D, 9th Va. Inf.
- Seacrist, Barclay—Private in Co. D, 9th Va. Inf.
- Stublin, William C.—Sergeant in Co. D, 9th Va. Inf.
- Skelling, John C.—First lieutenant in Co. D, 9th Va. Inf. Not elect. at reorganization.
- Savage, T. A.—Private in Co. G, 9th Va. Inf.
- Sherwood, O. B.—Private in Co. G, 9th Va. Inf.
- Sale, John E.—Private in Co. G, 9th Va. Inf.
- Smith, William F.—Private in Co. G, 9th Va. Inf.
- Stores, John Wesley—Private in Co. G, 9th Va. Inf.
- Savage, William—Private in Co. I, 9th Va. Inf.
- Spivey, Jethro—Private in Co. I, 9th Va. Inf.
- Sawyer, Albert—Private in Co. I, 9th Va. Inf.
- Skeeter, W. J.—Private in Co. I, 9th Va. Inf.
- Small, Benjamin—Private in Co. I, 9th Va. Inf.
- Savage, Mike L.—Private in Co. I, 9th Va. Inf.
- Spaulding, John A.—Private in Co. I, 9th Va. Inf.
- Smith, William Alfred—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps 1862.
- Smith, William A.—Private in Co. K, 9th Va. Inf.
- Savage, T. J.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps 1862.
- Smith, Arthur—Private in Co. K, 9th Va. Inf. Trans. to Co. I, 15th Va. Cav.
- Sanner, Joseph—First sergeant in Co. C, 16th Va. Inf. Trans. to Md. Line 1862.
- Spady, Thomas V.—Private in Co. C, 16th Va. Inf. Det. as Courier.
- Smaw, Daniel G.—Private in Co. C, 16th Va. Inf.
- Shelton, William Naylor—Corporal in Co. C, 16th Va. Inf. Det. to work in Navy Yard.
- Sibley, Robert E.—Private in Co. C, 16th Va. Inf.
- Scott, Albert A.—Private in Co. C, 16th Va. Inf. Det. Hosp't. Steward.
- Stringer, Thomas D.—Fourth corporal in Co. A, 6th Va. Inf.
- Steward, George H.—Private in Co. A, 6th Va. Inf. Prom. Lieut.
- Stott, Samuel—Private in Co. A, 6th Va. Inf.
- Sheppard, James H.—Private in Co. A, 6th Va. Inf.
- Spratt, Stewart M.—Third sergeant in Co. C, 6th Va. Inf. Prom. 1st lieut.
- Shipp, William T.—Private in Co. C, 6th Va. Inf.
- Small, Caleb—Private in Co. C, 6th Va. Inf.
- Sledd, Joshua—Private in Co. C, 6th Va. Inf.
- Sigman, Jehu, Jr.—Private in Co. C, 6th Va. Inf.
- Sigman, Peter—Private in Co. C, 6th Va. Inf.
- Sigman, Joseph M.—Private in Co. C, 6th Va. Inf.
- Stanly, Robert J.—Private in Co. C, 6th Va. Inf.
- Sheppard, John H.—Private in Co. C, 6th Va. Inf.
- Stine, William—Third corporal in Co. D, 6th Va. Inf.
- Swift, William H.—Private in Co. D, 6th Va. Inf. Prom. sergt.
- Scarft, William—Private in Co. D, 6th Va. Inf.
- Spencer, Levi—Private in Co. D, 6th Va. Inf.
- Smith, John F.—Private in Co. F, 6th Va. Inf.
- Simmons, Albert B.—Third sergeant in Co. G, 6th Va. Inf.
- Styron, Oscar M.—Second corporal in Co. G, 6th Va. Inf.
- Seal, John R.—Private in Co. G, 6th Va. Inf.
- Smith, Johnathan K.—Private in Co. G, 6th Va. Inf.
- Segar, John—Private in Co. G, 6th Va. Inf. Trans. to Co. H, 38th Va. Inf. 1862.
- Saunders, Palmer—Private in Co. G, 6th Va. Inf. Ap. Midshipman in Navy.
- Stokes, Montford N.—Private in Co. G, 6th Va. Inf. Prom. Lieut. Co. D, 6th Va. Inf.
- Sharp, John H.—Private in Co. G, 6th Va. Inf. Prom. 2d Lieut. P. A. C. S. 1861.
- Stone, George F.—Private in Co. G, 6th Va. Inf.
- Segar, Arthur S.—Private in Co. G, 6th Va. Inf. Prom. Lieut. in another regt.
- Shipp, John S.—Private in Co. G, 6th Va. Inf.
- Smith, Henry—Private in Co. G, 6th Va. Inf.
- Smoot, William—Private in Co. G, 6th Va. Inf. Discharged 1862.
- Southgate, Lewellyn—Private in Co. G, 6th Va. Inf. Ap. Sergt.-Maj. Col. Godwin's command.
- Stone, David D.—Private in Co. G, 6th Va. Inf.
- Seal, William B.—Private in Co. G, 6th Va. Inf. Ap. Hosp't. Steward 1862.
- Smith, Josiah H.—First lieutenant in Co. H, 6th Va. Inf.
- Smith, Alexander M.—First corporal in Co. H, 6th Va. Inf. Prom. Color-bearer 6th Va. Inf.
- Simmons, John L.—Fourth corporal in Co. H, 6th Va. Inf.
- Smith, Andrew—Private in Co. H, 6th Va. Inf.
- Smith, John E.—Private in Co. H, 6th Va. Inf. Prom. Corporal—Trans. to Navy 1863.

Stubbs, William J.—Private in Co. H, 6th Va. Inf.
Det. Provost Guard.
Stryker, Martin—Private in Co. H, 6th Va. Inf.
Sykes, William A.—Private in Co. H, 6th Va. Inf.
Scott, William T.—Private in Co. H, 6th Va. Inf.
Seldner, Isaac—First sergeant in Co. H, 6th Va. Inf.
Sale, John F.—Fourth sergeant in Co. H, 12th Va. Inf.
Prom. Lieut. 1864.
Shelton, E. W.—Fourth corporal in Co. H, 12th Va. Inf.
Shepherd, John S.—Private in Co. H, 12th Va. Inf.
Stone, William—Private in Co. H, 12th Va. Inf.
Scribner, James D.—Private in Co. H, 12th Va. Inf.
Shipp, Josiah P.—Private in Co. H, 12th Va. Inf.
Trans. to Co.-G, 1862.
Simcoe, Augustus—Private in Co. H, 12th Va. Inf.
Starke, A. W.—Lieutenant-colonel Art.
Smith, Francis—Major Heavy Art.
Saunders, John S.—Lieutenant-colonel attached to Ordnance Dept., C. S. A.
Saunders, Hunter—Private in Richmond Howitzers—Art.
Santos, Alexander—Private in Richmond Howitzers—Art.
Swain, William—Private in Portsmouth Light Art.
Stoakes, Joseph M.—Private in Portsmouth Light Art.
Stoakes, H. C.—Private in Portsmouth Light Art.
Shephard, Edward J.—Private in Portsmouth Light Art.
Stores, Richard—Private in Portsmouth Light Art.
Spragg, Aaron—Private in Portsmouth Light Art.
Saunders, Robert—Private in Portsmouth Light Art.
Sheppard, William E.—Private in Portsmouth Light Art.
Snow, John W.—Private in Portsmouth Light Art.
Stores, James—Private in Portsmouth Light Art.
Summers, E. T. W.—Private in Portsmouth Light Art.
Straub, E. G.—Private in Portsmouth Light Art.
Saunders, S. S.—Private in Norfolk Light Art. Blues.
Sebrell, N. C. H.—Private in Norfolk Light Art. Blues.
Smiley, C. D.—Private in Norfolk Light Art. Blues.
Sterrett, J. S.—Private in Norfolk Light Art. Blues.
Segar, T. F.—Private in Norfolk Light Art. Blues.
Smith, E. C.—Private in Norfolk Light Art. Blues.
Smith, James W.—Private in Norfolk Light Art. Blues.
Smythe, William—Private in Norfolk Light Art. Blues.
Stewer, Edwin—Private in Norfolk Light Art. Blues.
Swank, W. A.—Private in Norfolk Light Art. Blues.
Smith, C. A., Jr.—Private in Norfolk Light Art. Blues.
Smith, J. E.—Private in Norfolk Light Art. Blues.
Simmons, J.—Private in Norfolk Light Art. Blues.
Smiley, Thomas S.—Private in Norfolk Light Art. Blues.
Stephens, Richard H., Jr.—Private in Norfolk Light Art. Blues.
Summers, William R.—Private in Norfolk Light Art. Blues.
Stephens, John W.—Third corporal in Norfolk Light Art. Blues. Prom. 1st Sergt.
Sale, John H., Jr.—Third lieutenant in Atlantic Art.
Scott, Robert—Private in Atlantic Art.
Sharpley, John J.—Private in Atlantic Art.
Solon, Thomas—Private in United Art.
Smith, George—Private in United Art.
Smith, John D.—Private in United Art.
Stokes, James—Private in United Art.
Snider, John—Private in United Art.

Scott, Wyatt W.—Private United Art.
Sadler, George—Corporal in Young's Harbor Guard—Art.
Simpson, W. W.—Private in Doyle's Cav.
Swann, Christopher M.—Private in Co. A, 5th Va. Cav.
Skeeter, Joseph—Private in Co. C, 13th Va. Cav.
Spivey, Jethro—Private in Co. C, 13th Va. Cav.
Spivey, Henry—Private in Co. C, 13th Va. Cav.
Stokes, Lemuel—Private in —, 13th Va. Cav.
Smith, William T.—2nd sergeant in Co. F, 15th Va. Cav.
Simpson, William—Private in Co. F, 15th Va. Cav.
Stroud, Cornelius—Private in Co. F, 15th Va. Cav.
Sykes, Cornelius—Private in Co. F, 15th Va. Cav. Fur. Subst. 1862.
Sanderlin, John W.—Private in Co. F, 15th Va. Cav. Trans. to N. C. Regt.
Silvester, Keeling—Private in Co. F, 15th Va. Cav.
Steward, Solomon—Private in Co. F, 15th Va. Cav.
Sadler, Robert—Private in Co. F, 15th Va. Cav.
Slack, Edward—Private in Co. F, 15th Va. Cav.
Smith, Samuel—Private in Co. I, 15th Va. Cav.
Seabury, William H.—Private in Signal Corps.
Spooner, Alfred B.—Private in Signal Corps.
Selden, William—Captain in Engineers C. S. A.
Sale, George L.—Hospital steward.
Sinclair, Arthur—Commander in C. S. Navy.
Spottswood, C. F. M.—Commander in C. S. Navy.
Sinclair, George T.—Commander in C. S. Navy.
Sinclair, Arthur, Jr.—Lieutenant in C. S. Navy.
Sharp, William—Lieutenant in C. S. Navy.
Skinner, Thomas L.—Lieutenant in C. S. Navy.
Sinclair, W. B.—Surgeon in C. S. Navy.
Saunders, Palmer—Midshipman in C. S. Navy.
Sinclair, W. H.—Midshipman in C. S. Navy.
Schisano, Stephen—Gunner in C. S. Navy.
Smith, W. T.—Boatswain in C. S. Navy.
Skinner, W. W.—Master's mate in C. S. Navy.
Smith, William—Master's mate in C. S. Navy.
Sinclair, W. B.—Midshipman in C. S. Navy.
Sullivan, Robert—Petty officer in C. S. Navy.
Schroeder, Charles—Chief engineer in C. S. Navy.
Shannon, Jesse C.—Assistant surgeon in C. S. Navy.
Seay, Robert—In C. S. Navy.
Sullivan, Anthony—In C. S. Navy.

T.

Toomer, Charles H.—Lieutenant in 41st Ala. Inf.
Toomer, Shelton—Private in 3rd Ala. Inf.
Tripple, W. F.—Commissary sergeant in I. N. O. L. Guards, 1st La. Regt.
Tufts, O.—Captain in Co. A, 1st Ga. Inf.
Trimmer, George M.—Private in Co. G, 55th Va. Inf.
Tucker, W. H.—Private in Co. I, 38th Va. Inf.
Tucker, Samuel—Private in Co. I, 38th Va. Inf.
Tebault, Daniel—Private in Co. I, 38th Va. Inf.
Tripple, Charles—Private in Co. I, 38th Va. Inf.
Tart, George T.—Sergeant in Co. I, 38th Va. Inf.
Tatem, Arthur H.—Corporal in Co. I, 38th Va. Inf.
Tatem, Nathaniel C.—Private in Co. F, 41st Va. Inf.
Tatem, Elijah—Private in Co. F, 41st Va. Inf.
Tatem, John W.—Private in Co. F, 41st Va. Inf.
Taylor, James F.—Private in Co. F, 41st Va. Inf.
Toy, James—Musician in Co. A, 61st Va. Inf.

- Thompson, William—Private in Co. A, 61st Va. Inf.
 Tucker, John H.—3rd sergeant in Co. B, 61st Va. Inf.
 Prom. 1st Sergt.
 Tucker, James E.—Corporal in Co. B, 61st Va. Inf.
 Thompson, Christopher—Private in Co. B, 61st Va. Inf.
 Thomas, John W.—Private in Co. D, 61st Va. Inf.
 Tatem, Camillus A.—Sergeant in Co. E, 61st Va. Inf.
 Tatem, Benjamin E.—Private in Co. E, 61st Va. Inf.
 Prom. Quartermaster Sergt.
 Taylor, Thomas H.—Private in Co. H, 61st Va. Inf.
 Tronham, A. S.—Private in Co. H, 61st Va. Inf.
 Turner, Mills—Private in Co. H, 61st Va. Inf.
 Thornton, David W.—3rd sergeant in Co. I, 61st Va. Inf.
 Toppin, Smith—Private in Co. I, 61st Va. Inf. Prom. sergeant.
 Taylor, Revell I.—2nd lieutenant in Co. K, 61st Va. Inf.
 Prom. 1st Lieut.
 Tatem, George W.—3rd sergeant in Co. K, 61st Va. Inf.
 Tucker, James A.—Private in Co. A, 3rd Va. Inf.
 Tucker, Willis—Private in Co. A, 3rd Va. Inf.
 Taylor, John—Private in Co. A, 3rd Va. Inf.
 Taylor, William C.—1st lieutenant in Co. B, 3rd Va. Inf.
 Thomas, William—Private in Co. B, 3rd Va. Inf.
 Taylor, James E.—Private in Co. F, 3rd Va. Inf.
 Tabb, John—Musician in Co. H, 3rd Va. Inf.
 Tee, John C.—Private in Co. H, 3rd Va. Inf.
 Tabb, Thomas—Private in Co. H, 3rd Va. Inf.
 Thomas, Samuel—Private in Co. H, 3rd Va. Inf.
 Thomas, L. W.—Lieutenant in Co. D, 26th Va. Inf.
 Thompson, John W.—Private in Co. D, 9th Va. Inf.
 Tonkin, William F.—Lieutenant in Co. D, 9th Va. Inf.
 Tompkins, Thomas G.—Private in Co. D, 9th Va. Inf.
 Thomas, William James—Private in Co. D, 9th Va. Inf.
 Turner, G. M.—Private in Co. K, 9th Va. Inf.
 Taylor, Benjamin—Private in Co. I, 9th Va. Inf.
 Tabb, William H.—Private in Co. K, 9th Va. Inf.
 Prom. Sergt.-Maj. 3rd Va. Inf.
 Tyler, Julius H.—Private in Co. B, 16th Va. Inf.
 Tart, John Quincy—Private in Co. B, 16th Va. Inf.
 Tyler, Henry C.—Private in Co. B, 16th Va. Inf.
 Tomlinson, Ed. R.—Drummer in Co. C, 16th Va. Inf.
 Tov, Crawford H.—Chaplain in 53rd Va. Inf.
 Tulane, Alonzo J.—Private in Co. A, 6th Va. Inf.
 Taylor, Robert B.—Captain in Co. C, 6th Va. Inf.
 Taylor, Richard—Private in Co. C, 6th Va. Inf.
 Tarrant, Eleazer—Private in Co. C, 6th Va. Inf.
 Talbot, John B.—Private in Co. C, 6th Va. Inf.
 Turner, George W.—Private in Co. C, 6th Va. Inf.
 Trifford, William—Private in Co. D, 6th Va. Inf.
 Thorogood, George—Private in Co. D, 6th Va. Inf.
 Taylor, David R.—Private in Co. D, 6th Va. Inf.
 Thomas, Richard S.—Private in Co. G, 6th Va. Inf.
 Det. Army Intelligence office, 1862.
 Todd, George M.—Private in Co. G, 6th Va. Inf.
 Taylor, Robertson—Private in Co. G, 6th Va. Inf. Ap.
 Q. M. Sergt. Adj., 6th Va. Inf., and Adj. Div.
 Todd, H. S.—Private in Co. G, 6th Va. Inf. Prom.
 Lieut. Co. B, 9th Va. Inf.
 Taylor, William E.—Private in Co. H, 12th Va. Inf.
 Tomkins, E.—Private in Co. H, 12th Va. Inf.
 Tyler, John B.—Private in Portsmouth Light Art.
- Thomas, B. D.—Quartermaster sergeant in Norfolk Light Art. Blues.
 Thompson, E. Jr.—Private in Norfolk Light Art. Blues.
 Taylor, W. J.—Private in Norfolk Light Art. Blues.
 Taylor, J. Theodore—Private in Norfolk Light Art. Blues.
 Thomas, J. D.—Private in Norfolk Light Art. Blues.
 Taylor, John—Private in Norfolk Light Art. Blues.
 Tilghman, John L.—1st lieutenant in Norfolk Light Art. Blues.
 Taylor, Beverly K.—1st sergeant in Atlantic Art.
 Thompson, Henry—3rd sergeant in Atlantic Art.
 Thompson, David S.—Private in Atlantic Art.
 Totten, Samuel—Private in Atlantic Art.
 Taylor, John G.—Private in Atlantic Art.
 Timberlake, David—Private in Atlantic Art.
 Thayer, Stephen B.—Private in Atlantic Art.
 Thompson, George—Private in United Art.
 Trower, William—4th sergeant in Young's Harbor Guard—Art.
 Taylor, Ezekiel—Corporal in Young's Harbor Guard—Art.
 Tabb, Robert B.—Private in Co. F, 15th Va. Cav.
 Tyson, William G.—Private in Co. F, 15th Va. Cav.
 Tabb, Charles—Private in Signal Corps.
 Tucker, John S.—Seaman in C. S. Navy.
 Tucker, John R.—Captain in C. S. Navy.
 Thorborn, R. D.—Commander in C. S. Navy.
 Taylor, Richard—Assistant paymaster in C. S. Navy.
 Tucker, John T.—Assistant engineer in C. S. Navy.
 Turner, Samuel V.—Sailmaker in C. S. Navy.
 Tynan, John W.—Chief engineer in C. S. Navy.
- U.
- Urquhart, William—Private in Co. D, 9th Va. Inf.
 Urquhart, J. W.—Private in Co. G, 6th Va. Inf. Trans.
 to Co. H, 5th Va. Cav.
 Urquhart, A. B.—Private in Co. G, 6th Va. Inf. Trans.
 to Co. H, 5th Va. Cav.
- V.
- Vandenberg, James—Private in Co. I, 38th Va. Inf.
 Vellines, Watson B.—Private in Co. F, 41st Va. Inf.
 Volkman, C. W.—Private in Co. H, 3rd Va. Inf.
 Virnelson, William B.—Private in Co. G, 9th Va. Inf.
 Virnelson, Joseph H.—Private in Co. G, 9th Va. Inf.
 Voss, James—Private in Co. D, 9th Va. Inf.
 Voss, Albert C.—Private in Co. G, 6th Va. Inf.
 Vaden, W. L.—Private in Co. H, 12th Va. Inf.
 Vaughan, E. S.—Private in Norfolk Light Art. Blues.
 Veale, Samuel—Private in Norfolk Light Art. Blues.
 Vellines, John A.—Private in Atlantic Art.
 Virnelson, Joseph E.—Assistant engineer in C. S. Navy.
 Vernon, W. H.—1st lieutenant in C. S. Navy.
- W.
- Wright, John L.—Sergeant in Co. K, 54th N. C. Inf.
 Wright, Minton A.—Lieutenant in 57th N. C. Inf.
 Williams, Daniel A.—Sergeant in 17th N. C. Inf.
 Waterfield, John—Private in 7th N. C. Inf.
 Wright, Thomas H.—Sergeant-major in 46th N. C. Inf.

- Wright, J. E.—Drum-major in 47th N. C. Inf. Trans. to 60th Va. Regt.
- Whitehurst, John—Private in 2nd N. C. Battalion.
- Welsh, Patrick—Private in N. C. Regt.
- Willey, John M.—Private in 68th N. C. Inf.
- Wyatt, John—Sergeant in N. C. Regt.
- Wootten, Peck—Private in Wythe Rifles.
- Walker, R. P.—Disc.—disability.
- Webb, William T.—Disc.—1863.
- Wingfield, Thomas H.—Medical inspector in Army of Northern Virginia.
- Watts, E. M.—Surgeon in Simms' Brigade.
- White, Franklin J.—Surgeon in C. S. Army.
- Wingfield, William C.—Major and commissary.
- White, John R.—Captain and assistant commissary.
- Whiting, John S.—Hospital steward.
- Walters, Edward M.—Private in Nelson's Guards, 32nd Va. Inf.
- Williamson, John G.—Sergeant in Co. A, 3rd Va. Reserves.
- Wright, Cary W.—Sergeant in Co. F, 32nd Va. Inf.
- Whitehurst, John J.—2nd lieutenant in Co. I, 38th Va. Inf.
- Williams, A. B.—3rd lieutenant in Co. I, 38th Va. Inf.
- Whitehurst, C. P.—Private in Co. I, 38th Va. Inf.
- Whitehurst, W. A.—Private in Co. I, 38th Va. Inf.
- Whitehurst, George—Private in Co. I, 38th Va. Inf.
- Wilder, James M.—Private in Co. I, 38th Va. Inf.
- Wilder, Benjamin—Private in Co. I, 38th Va. Inf.
- West, John—Private in Co. I, 38th Va. Inf.
- Wood, Lorenzo—Private in Co. I, 38th Va. Inf.
- Waterfield, Benjamin—Private in Co. I, 38th Va. Inf.
- Waterman, Absalom—Private in Co. I, 38th Va. Inf.
- Walker, W. W.—Private in Co. I, 38th Va. Inf.
- Woodward, Samuel—Private in Co. I, 38th Va. Inf.
- Widgeon, John F.—Lieutenant in Co. F, 41st Va. Inf.
- Williamson, H. T.—Corporal in Co. F, 41st Va. Inf.
- Whitehurst, Christopher—Private in Co. F, 41st Va. Inf.
- Williamson, Virgilius—Private in Co. F, 41st Va. Inf.
- Williamson, Samuel—Private in Co. F, 41st Va. Inf.
- Williams, Samuel—Private in Co. F, 41st Va. Inf.
- Woodhouse, Moses C.—Private in Co. F, 41st Va. Inf.
- Wright, David L.—Private in Co. F, 41st Va. Inf.
- Woodward, Oden—Private in Co. F, 41st Va. Inf.
- Williamson, Everett—Private in Co. F, 41st Va. Inf. Prom. Orderly Sergt.
- Wallace, William C.—Captain in Co. A, 61st Va. Inf.
- Warden, James—Private in Co. A, 61st Va. Inf.
- Warden, Richard H.—Private in Co. A, 61st Va. Inf.
- Waller, George W.—Private in Co. A, 61st Va. Inf.
- Wood, Joseph N.—Private in Co. A, 61st Va. Inf. Prom. Corp'l.
- Wood, Keeling—Private in Co. A, 61st Va. Inf.
- Woodward, Joseph T.—Private in Co. A, 61st Va. Inf.
- Woodward, Leander—Private in Co. A, 61st Va. Inf.
- Whitehurst, Robert—Private in Co. A, 61st Va. Inf.
- Whitehurst, Willoughby—Private in Co. A, 61st Va. Inf.
- Williams, D. A.—Private in Co. A, 61st Va. Inf.
- Williams, Marcellus—Private in Co. A, 61st Va. Inf.
- Wright, Peter—Private in Co. A, 61st Va. Inf.
- West, W. W.—Private in Co. A, 61st Va. Inf.
- Whitehead, Martin V.—Private in Co. A, 61st Va. Inf.
- Williams, Joseph—Private in Co. A, 61st Va. Inf.
- Williams, M. D.—Private in Co. A, 61st Va. Inf.
- Warden, William H.—Private in Co. A, 61st Va. Inf.
- Williams, Francis H.—5th sergeant in Co. B, 61st Va. Inf.
- Williams, Thomas—Corporal in Co. B, 61st Va. Inf. Prom. Orderly Sergt.
- Waterfield, Cone—Private in Co. B, 61st Va. Inf.
- Waterfield, William T.—Private in Co. B, 61st Va. Inf.
- Waterfield, Alexander—Private in Co. B, 61st Va. Inf.
- Waterfield, Malachi—Private in Co. B, 61st Va. Inf.
- Wicker, C. W.—Private in Co. B, 61st Va. Inf.
- Waterfield, John C.—Private in Co. B, 61st Va. Inf.
- White, William—Private in Co. B, 61st Va. Inf.
- White, Ryland C.—Private in Co. B, 61st Va. Inf.
- Whitehurst, Walter S.—Private in Co. B, 61st Va. Inf.
- Williams, Wilson W. D.—Private in Co. B, 61st Va. Inf.
- Williams, Quinton T.—Private in Co. B, 61st Va. Inf.
- Wicker, William T.—Private in Co. B, 61st Va. Inf.
- Wilson, St. Julien—2nd lieutenant in Co. C, 61st Va. Inf. Prom. 1st Lieut.
- Waller, Josiah—Private in Co. C, 61st Va. Inf.
- Waterfield, Saunders—Private in Co. C, 61st Va. Inf.
- Warren, John—Private in Co. C, 61st Va. Inf.
- Whateley, Leven—Private in Co. C, 61st Va. Inf.
- Whitehurst, David—Private in Co. C, 61st Va. Inf.
- Wright, William—Private in Co. C, 61st Va. Inf.
- Woodward, Litaness—Private in Co. C, 61st Va. Inf.
- White, John—Private in Co. D, 61st Va. Inf.
- Ward, Baker—Private in Co. D, 61st Va. Inf.
- Walker, William M.—Private in Co. D, 61st Va. Inf.
- Wood, John M.—Private in Co. D, 61st Va. Inf.
- Williams, Hillary—Private in Co. D, 61st Va. Inf.
- Walker, Lewis Wilson—Private in Co. D, 61st Va. Inf.
- Wilkins, James M.—1st sergeant in Co. E, 61st Va. Inf.
- Williamson, Thomas, Corporal in Co. E, 61st Va. Inf.
- Wagner, Lewis—Private in Co. E, 61st Va. Inf.
- Williamson, Charles C.—Private in Co. E, 61st Va. Inf.
- Williamson, Elton—Private in Co. E, 61st Va. Inf.
- Williamson, Henry—Private in Co. E, 61st Va. Inf.
- Wilkins, W. L. S.—Private in Co. E, 61st Va. Inf. Prom. 2nd Sergt.
- White, William F.—Private in Co. E, 61st Va. Inf. Prom. Capt.
- Wilson, Joshua T.—Private in Co. E, 61st Va. Inf.
- Wright, Benjamin—Private in Co. E, 61st Va. Inf.
- Wright, John L.—1st lieutenant in Co. H, 61st Va. Inf. Prom. Capt.
- Wilkins, Richard—Private in Co. H, 61st Va. Inf.
- White, George T.—Private in Co. H, 61st Va. Inf.
- Wyatt, H. T.—Private in Co. H, 61st Va. Inf.
- White, John D.—Private in Co. I, 61st Va. Inf.
- White, Richard—Private in Co. I, 61st Va. Inf.
- Ward, Julius—Private in Co. I, 61st Va. Inf.
- Whitson, William—Private in Co. I, 61st Va. Inf.
- Wise, Stephen—Private in Co. I, 61st Va. Inf.
- West, Delaware—Private in Co. K, 61st Va. Inf.
- Wilson, John—Private in Co. K, 61st Va. Inf.
- Wilson, Willis—Private in Co. K, 61st Va. Inf.
- Wilson, Benjamin R.—Private in Co. K, 61st Va. Inf.
- Williams, William—Private in Co. K, 61st Va. Inf.
- Williams, Jordan—Private in Co. K, 61st Va. Inf.
- Wickings, James J.—Private in Co. K, 61st Va. Inf.
- Wright, William S.—Adjutant in 61st Va. Inf.
- White, John R.—1st lieutenant in Co. A, 3rd Va. Inf. Prom. Capt.

- White, Edward P.—Private in Co. A, 3rd Va. Inf.
 Whitehead, John D.—Private in Co. A, 3rd Va. Inf.
 Williams, William J.—Private in Co. A, 3rd Va. Inf.
 Prom. 2nd Lieut.
 White, Osceola T.—Private in Co. A, 3rd Va. Inf.
 Prom. 3rd Lieut.
 Weston, W. W.—Private in Co. A, 3rd Va. Inf.
 Walton, Robert—3rd corporal in Co. B, 3rd Va. Inf.
 Wilkins, William—Private in Co. B, 3rd Va. Inf. Prom.
 Coms. Sergt.
 Wilkins, Andrew—Private in Co. B, 3rd Va. Inf.
 White, Charles—Private in Co. B, 3rd Va. Inf.
 Whitehead, John D.—Captain in Co. H, 3rd Va. Inf.
 Whitehurst, William—2nd lieutenant in Co. H, 3rd Va.
 Inf. Not re-elected 1862.
 White, William F.—4th lieutenant in Co. H, 3rd Va.
 Inf. Prom. Capt.
 White, John S.—Private in Co. H, 3rd Va. Inf.
 Weddon, John R.—Private in Co. H, 3rd Va. Inf.
 West, William E.—Private in Co. H, 3rd Va. Inf.
 Welslager, George—Private in Co. H, 3rd Va. Inf.
 Wrenn, John W. H.—Adjutant in 3rd Va. Inf.
 Walker, James Robert—3rd corporal in Co. B, 9th Va.
 Inf.
 Williams, Thomas F.—Private in Co. B, 9th Va. Inf.
 Webster, ————Private in Co. D, 9th Va. Inf.
 Williams, Samuel—Private in Co. D, 9th Va. Inf.
 Walton, George W.—Private in Co. D, 9th Va. Inf.
 Walton, John W.—Private in Co. D, 9th Va. Inf.
 Trans. to navy.
 Wilkerson, William—Private in Co. D, 9th Va. Inf.
 Watson, Joseph W.—Private in Co. D, 9th Va. Inf.
 White, Joseph—Private in Co. D, 9th Va. Inf.
 White, Richard W. B.—Sergeant in Co. D, 9th Va. Inf.
 Walsh, Joseph—Private in Co. D, 9th Va. Inf. Det-
 ached 1861.
 Wrench, John—Private in Co. D, 9th Va. Inf. Trans.
 to Grimes' Battery.
 Wrenn, Edward—Private in Co. D, 9th Va. Inf.
 Wood, William J.—Lieutenant in Co. G, 9th Va. Inf.
 White, William H.—1st sergeant in Co. G, 9th Va. Inf.
 Williams, Lemuel H.—Corporal in Co. G, 9th Va. Inf.
 White, George A.—Private in Co. G, 9th Va. Inf.
 Whitehurst, Marshall P.—Private in Co. G, 9th Va. Inf.
 Williams, Millard C.—Private in Co. G, 9th Va. Inf.
 Woodhouse, Thomas C.—Private in Co. G, 9th Va. Inf.
 Williams, Thomas H.—Private in Co. G, 9th Va. Inf.
 Trans. to Co. K, 9th Va. Inf.
 Whitfield, Lewis—Private in Co. G, 9th Va. Inf.
 Walton, Henry—Corporal in Co. I, 9th Va. Inf. Prom.
 Color Corporal.
 Wagner, James—Private in Co. I, 9th Va. Inf. Prom.
 Orderly Sergt.
 Wilson, A. J.—Private in Co. I, 9th Va. Inf.
 White, Thomas J.—Private in Co. K, 9th Va. Inf.
 Trans. to Signal Corps 1862.
 White, Frank J.—Private in Co. K, 9th Va. Inf. Prom.
 Surgeon C. S. A.
 Williams, David A.—Private in Co. K, 9th Va. Inf.
 Williams, E. B.—Private in Co. K, 9th Va. Inf.
 Williams, A. J.—Private in Co. K, 9th Va. Inf. Ap.
 Hosp't. Steward.
 Wilson, William H.—Private in Co. K, 9th Va. Inf.
 Wilkins, James E.—Private in Co. C, 16th Va. Inf.
 Williams, W. W.—Private in Co. C, 16th Va. Inf.
 Williams, Walter—Private in Co. C, 16th Va. Inf.
 Williams, Joseph—Private in Co. C, 16th Va. Inf.
 Ward, Edward B.—Private in Co. C, 16th Va. Inf.
 Prom. Adj. 16th Va. Inf.
 Watters, James P.—Private in Co. C, 16th Va. Inf.
 Whitehurst, John W.—Private in Co. C, 16th Va. Inf.
 Wills, John S.—Private in Co. C, 16th Va. Inf.
 Wills, Joseph P.—Private in Co. C, 16th Va. Inf.
 White, N. E.—Private in Co. C, 16th Va. Inf. Re-
 enlisted in Norfolk L. A. Blues.
 Wilson, William S.—Private in Co. C, 16th Va. Inf.
 Watts, A. S.—Sergeant in Co. C, 16th Va. Inf. Elected
 sheriff and disc.
 Wallace, Thomas D.—1st sergeant in Co. A, 6th Va.
 Inf. Prom. Lieut.: not re-elected 1862.
 Whitehurst, William H.—Private in Co. A, 6th Va. Inf.
 Prom. 1st Sergt.
 Wilkins, William P.—Private in Co. A, 6th Va. Inf.
 Warren, John M.—Private in Co. A, 6th Va. Inf.
 Williams, Newton J.—Private in Co. A, 6th Va. Inf.
 Williams, William Carter—Captain in Co. B, 6th Va.
 Inf.
 Wright, Joseph, Sr.—Private in Co. C, 6th Va. Inf.
 Watters, David C.—1st lieutenant in Co. C, 6th Va. Inf.
 Wright, Joseph Sr.—Private in Co. C, 6th Va. Inf.
 Woodhouse, John J.—Private in Co. C, 6th Va. Inf.
 Prom. Corporal.
 White, Thomas R.—Private in Co. C, 6th Va. Inf.
 Walters, Alfred—Private in Co. C, 6th Va. Inf.
 Wray, John W.—Private in Co. C, 6th Va. Inf.
 Wallace, William—Private in Co. C, 6th Va. Inf.
 Trans. to Maryland Line 1862.
 Webster, W. D.—Private in Co. C, 6th Va. Inf.
 Wiatt, James M. F.—2nd sergeant in Co. C, 6th Va. Inf.
 Elected 3rd Lieut. Co. D, 6th Va. Inf.
 Williams, John J.—3rd corporal in Co. C, 6th Va. Inf.
 Prom. Sergt.
 White, William—3rd sergeant in Co. D, 6th Va. Inf.
 Trans. to navy 1864.
 Wills, George T.—Private in Co. D, 6th Va. Inf.
 Williams, Robert S.—Private in Co. D, 6th Va. Inf.
 Wilkins, William F.—Private in Co. D, 6th Va. Inf.
 Wood, James M.—Private in Co. D, 6th Va. Inf.
 Wood, Alexander—Private in Co. D, 6th Va. Inf.
 Woodhouse, Charles—Private in Co. D, 6th Va. Inf.
 Warren, W. J.—Private in Co. D, 6th Va. Inf.
 Wright, Howard S.—4th sergeant in Co. G, 6th Va.
 Inf. Prom. Ensign 6th Va. Inf.
 Ward, Josiah J.—Private in Co. G, 6th Va. Inf.
 Whiting, William N.—Private in Co. G, 6th Va. Inf.
 Whitehurst, Frank M.—Private in Co. G, 6th Va. Inf.
 Prom. 1st Lieut. Co. B, 6th Va. Inf. 1863.
 Williams, John N.—Private in Co. G, 6th Va. Inf.
 Wise, William M. B.—Private in Co. G, 6th Va. Inf.
 Trans. to Co. A, 46th Va. Inf., 1862.
 Walke, Richard, Jr.—Private in Co. G, 6th Va. Inf.
 Prom. Ord. Officer 1862.
 Wicker, D. H. C. (Sub.)—Private in Co. G, 6th Va. Inf.
 Walsh, William V.—Private in Co. G, 6th Va. Inf.
 Wise, William B.—Private in Co. G, 6th Va. Inf.
 Prom. Lieut. in N. C. Regt.
 Walker, R. P.—Private in Co. G, 6th Va. Inf. Ap.
 2nd Lieut. P. A. C. S.

- Wilgerson, Henry D.—Private in Co. G, 6th Va. Inf.
 Prom. 2nd Lieut. Co. B, 9th Va. Inf.
 Williams, Thomas A.—Private in Co. G, 6th Va. Inf.
 Ap. Sergt.-Maj. Prom. Lieut. Co. K.
 Walke, Isaac T.—Private in Co. G, 6th Va. Inf. Trans.
 to N. L. A. Blues. Prom. Ord. Officer.
 Williamson, Henry W.—Captain in Co. G, 6th Va. Inf.
 Prom. Lieut.-Col. 6th Va. Inf.
 Walker, George B.—Private in Co. G, 6th Va. Inf.
 Trans. to Sussex Cav. 1861.
 Wright, David—Captain in Co. H, 6th Va. Inf.
 Warrington, James A.—2nd corporal in Co. H, 6th Va.
 Inf. Prom. Sergt.
 Wellons, Walter R.—3rd corporal in Co. H, 6th Va. Inf.
 Wise, H. A.—Private in Co. H, 6th Va. Inf.
 Westbrook, D. A.—Private in Co. H, 6th Va. Inf.
 Wise, George W.—Private in Co. H, 6th Va. Inf.
 Winhall, Hiram—Private in Co. H, 6th Va. Inf.
 Wyatt, John L.—Private in Co. H, 6th Va. Inf.
 Wood, William F.—Private in Co. H, 6th Va. Inf.
 Williamson, Harry W.—Lieutenant-colonel in 6th Va.
 Inf.
 Walker, Luther—2nd sergeant in Co. H, 12th Va. Inf.
 White, Caleb D.—Private in Co. H, 12th Va. Inf. Prom.
 Corporal 1864.
 Williams, Thomas T.—Private in Co. H, 12th Va. Inf.
 Walker, William H.—Private in Co. H, 12th Va. Inf.
 Ward, Mathias—Private in Co. H, 12th Va. Inf.
 White, J. J. P.—Private in Co. H, 12th Va. Inf.
 White, Ed. J.—Private in Co. H, 12th Va. Inf.
 Whitehurst, Leven—Private in Co. H, 12th Va. Inf.
 Woodhouse, W. S.—Private in Co. H, 12th Va. Inf.
 Wilkins, Henry H.—Private in Co. H, 12th Va. Inf.
 Wilkinson, Samuel D.—Private in Co. H, 12th Va. Inf.
 White, William—Colonel in 14th Va. Inf.
 Wilson, Arthur E.—Captain and commissary in 14th
 Va. Inf.
 Webb, Richard—Lieutenant in Portsmouth Light Art.
 Trans. to 13th Va. Cav.
 Williams, Charles C.—Private in Portsmouth Light Art.
 Williams, Charles L.—Private in Portsmouth Light Art.
 Warren, Casy R.—Private in Portsmouth Light Art.
 Whitehead, William—Private in Portsmouth Light Art.
 Wing, Thomas P.—Private Portsmouth Light Art.
 Prom. 1st Sergt.
 Wilson, Willis—Private in Portsmouth Light Art.
 Webb, James, Jr.—Private in Portsmouth Light Art.
 Weymouth, John—Private in Portsmouth Light Art.
 Widgeon, Jacob—Private in Portsmouth Light Art.
 Whitehead, Severn—Private in Portsmouth Light Art.
 Waller, James T.—Private in Portsmouth Light Art.
 Whitehead, Virginus—Private in Portsmouth Light Art.
 White, Thomas J. D.—Private in Portsmouth Light Art.
 Webb, Thomas C.—Private in Portsmouth Light Art.
 Wright, J. R.—4th sergeant in Norfolk Light Art. Blues.
 Wilkins, T. J.—Corporal in Norfolk Light Art. Blues.
 Wright, E. L.—Corporal in Norfolk Light Art. Blues.
 Watters, A. M.—Private in Norfolk Light Art. Blues.
 West, William M.—Private in Norfolk Light Art. Blues.
 Whiting, T. B.—Private in Norfolk Light Art. Blues.
 Whiting, J. R.—Private in Norfolk Light Art. Blues.
 Wilkins, C. L.—Private in Norfolk Light Art. Blues.
 Wilkins, John F.—Private in Norfolk Light Art. Blues.
 Whitehurst, L. H.—Private in Norfolk Light Art. Blues.
 Woodhouse, P. D.—Private in Norfolk Light Art. Blues.
 Worrell, J. R.—Private in Norfolk Light Art. Blues.
 Wright, W. S.—Private in Norfolk Light Art. Blues.
 Wilkins, W. A.—Private in Norfolk Light Art. Blues.
 Ward, J. T.—Private in Norfolk Light Art. Blues.
 Wilson, D. C. B.—Private in Norfolk Light Art. Blues.
 Woodhouse, John—Private in Norfolk Light Art. Blues.
 Woodward, W. W.—Private in Norfolk Light Art.
 Blues.
 White, N. E.—Private in Norfolk Light Art. Blues.
 Wilkins, G. W.—Private in Norfolk Light Art. Blues.
 White, C. E.—Private in Norfolk Light Art. Blues.
 Whitmore, C.—Private in Norfolk Light Art. Blues.
 White, William O.—Private in Norfolk Light Art.
 Blues.
 Whitehurst, James O.—Private in Norfolk Light Art.
 Blues.
 Whitefield, Richard W.—Private in Norfolk Light Art.
 Blues.
 Wickers, John—Private in Norfolk Light Art. Blues.
 Wright, Junius—Private in Norfolk Light Art. Blues.
 Wells, John M.—Private in Atlantic Art.
 White, Thomas R.—Private in Atlantic Art.
 Winslow, Joseph—Private in Atlantic Art.
 Whitehurst, Nathan—Private in Atlantic Art.
 Williams, James M.—Private in Atlantic Art.
 Wilkins, Nathaniel—Private in Atlantic Art.
 Williams, Carter W.—2nd lieutenant in United Art.
 Wells, Hezekiah—Private in United Art.
 Winder, John E.—1st lieutenant in Young's Harbor
 Guard—Art.
 White, William—Private in Young's Harbor Guard—
 Art.
 Wynn, William—Private in Young's Harbor Guard—
 Art.
 Webster, Richard T.—Sergeant in Nottoway Art.
 Walke, Isaac—Lieutenant in Ordanance.
 Wilson, Thomas—Private in Louisiana Guard—Art.
 Watkins, W. H.—Private in Rockbridge Cav.
 Wilkerson, Nathaniel—Private in Co. —, 13th Va. Cav.
 Woodward, James T.—Private in Co. —, 13th Va. Cav.
 Wise, William F.—2nd lieutenant in Co. C, 13th Va.
 Cav.
 Wilson, Andrew J.—Private in Co. C, 13th Va. Cav.
 Williams, John W.—Private in Co. E, 13th Va. Cav.
 Wilkins, William H.—2nd lieutenant in Co. F, 15th
 Va. Cav.
 Wilson, John J.—2nd corporal in Co. F, 15th Va. Cav.
 Warden, Kosciusco—Private in Co. F, 15th Va. Cav.
 Williamson, Joshua J.—Private in Co. F, 15th Va. Cav.
 Williams, David—Private in Co. F, 15th Va. Cav.
 Wallace, Solomon—Private in Co. F, 15th Va. Cav.
 Wilson, Amsey W.—Private in Co. F, 15th Va. Cav.
 Wilson, George A.—Private in Co. F, 15th Va. Cav.
 White, Thomas J.—Private in Co. F, 15th Va. Cav.
 Whitmore, Marchant—Private in Co. F, 15th Va. Cav.
 Wilkins, Thomas B.—Private in Co. F, 15th Va. Cav.
 Wilkinson, John—Lieutenant in C. S. Navy.
 Ward, William H.—Lieutenant in C. S. Navy.
 Whittle, William C., Jr.—Lieutenant in C. S. Navy.
 Winder, W. L.—Lieutenant in C. S. Navy.
 Worth, Algernon S.—2nd lieutenant in C. S. Navy.
 Wyndham, R. Mayo—Master in C. S. Navy.
 Whitehead, William B.—Master in C. S. Navy.

Wilkinson, Henry—Master in C. S. Navy.
 Wright, Joshua C.—Midshipman in C. S. Navy.
 Wilkinson, W. W.—Midshipman in C. S. Navy.
 Williamson, William P.—Engineer-in-chief in C. S. Navy.
 Webb, William A.—Commander in C. S. Navy.
 Worth, A. S.—Lieutenant in C. S. Navy.
 Williamson, Charles H.—Surgeon in C. S. Navy.
 Wysham, William E.—Surgeon in C. S. Navy.
 Warner, James H.—Chief engineer in C. S. Navy.
 West, Joseph S.—Assistant engineer in C. S. Navy.
 White, Thomas J.—Assistant engineer in C. S. Navy.
 Walcott, S. F.—In C. S. Navy.
 White, Fred. A.—Private in Signal Corps.
 Williamson, William A.—Private in Signal Corps.
 White, James H.—Private in Signal Corps.
 Walldren, Thomas—Private in Signal Corps.
 Wallace, George W.—Private in Signal Corps.
 Wiles, Samuel—Private in Signal Corps.
 White, William A.—Private in Signal Corps.
 White, James C., Jr.—Private in Signal Corps.

Y.

Yates, Samuel—Private in Co. D, 9th Va. Inf.
 Yates, Josiah D.—Private in Co. D, 9th Va. Inf.
 Young, M. P.—Private in Co. K, 9th Va. Inf. Ap-
 engineer in navy.
 Youre, Stephen—Private in Co. I, 61st Va. Inf.
 Young, George W.—Private in Co. D, 61st Va. Inf.
 Young, Martial—Private in Co. C, 6th Va. Inf.
 Young, J. B.—Private in Co. C, 6th Va. Inf.
 Young, Thomas A.—Private in Co. G, 6th Va. Inf.
 Young, James—Private in Atlantic Art.
 Young, John J.—Captain of Young's Harbor Guard—
 Art.
 Young, C. M.—Sergeant in Signal Corps.
 Young, Moses P.—Assistant engineer in C. S. Navy.

Z.

Zills, J. M.—Corporal in Norfolk Light Art. Blues.
 Cherry, Ralph—Colored musician in Co. A, 3rd Va. Inf.
 Blamire, George—Colored musician.

On an accompanying page are presented views of the several Confederate flags, and an engraving of the Great Seal of the Confederacy. The following explanation of the flags will not be amiss:

CONFEDERATE FLAGS.

No. 1.—The "Stars and Bars" was the first flag of the Confederate States, and is said to have been adopted by the Confederate Congress at Montgomery, Alabama; during the first year of the war, its use was quite general throughout Virginia.

No. 2.—The "Battle-Flag" was designed by General Beauregard, adopted by Gen. Joseph E. Johnston after the first battle of Manassas, and afterward adopted by the Confederate Congress. The reason for its adoption was that in battle the "Stars and Bars" were frequently mistaken for the "Stars and Stripes." It remained as the "Battle-Flag" until the close of the war.

No. 3.—On May 1, 1863, the Confederate Congress adopted this flag as the national flag.

No. 4.—On March 4, 1865, the Confederate Congress adopted this design as the flag of the Confederate States, because the other when limp, was too much like a flag of truce.

We give herewith an interesting letter from Gen. Bradley T. Johnson to the *Richmond Dispatch*, on the subject of the Confederate flags, also a copy of the Act of Congress of May 1, 1863, and the amendment thereto of March 4, 1865:—

To the Editor of the *Dispatch*:

The Confederate flag, with the memories it arouses, is very dear to many people, and we think it but justice to perpetuate a true and accurate description of it. I can find no record of the "Stars and Bars" in the Acts of Congress. It was used by companies and regiments in Virginia in 1861, without authority, and just as a matter of taste.

After Manassas, General Beauregard had prepared at his headquarters a design for a flag, which was painted in water-colors. It was a red square, on which was displayed a blue St. Andrew's cross, bordered with white, and charged with 13 white, five-pointed stars.

This was adopted in general orders from army headquarters, and became the battle-flag of the Confederacy, which should blaze in many a coming trial, showing its followers the way to duty and to death.

Three flags were made by "the three Cary girls" out of their own silk frocks, one for Joe Johnston, Beauregard and Van Dorn each, and were always floated at the headquarters of these generals, and on the march and in the battle showed where they were.

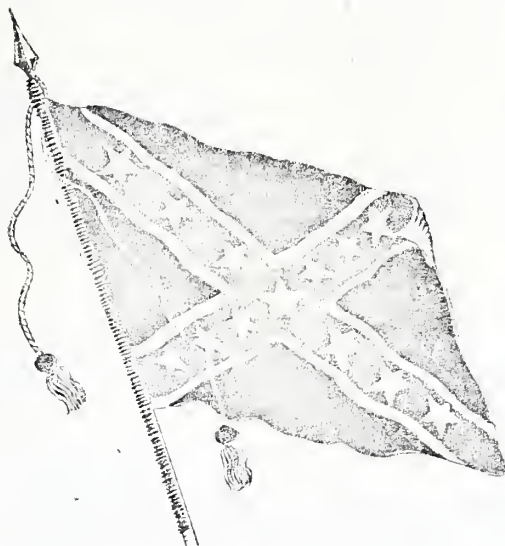
This was Beauregard's battle-flag!

May 1, 1863, an Act of Congress was passed to establish the flag of the Confederate States, and it provided that the battle-flag should be the union of the new flag, and that the field should be white. I never saw this flag with troops. General Lee had one in front of his headquarters. The first time this flag was ever used, and I suspect the first that was ever made, was used as a pall over the bier of "Stonewall" Jackson as he lay in state in the Governor's house at Richmond, in May, 1863. But this flag looked too much like a flag of truce, and did not show at sea, so

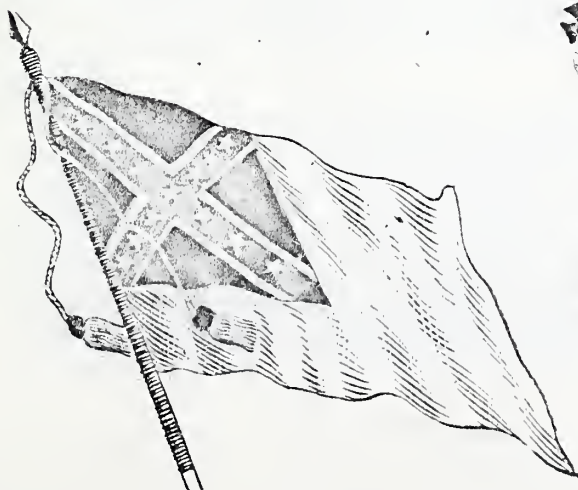
No. 1.



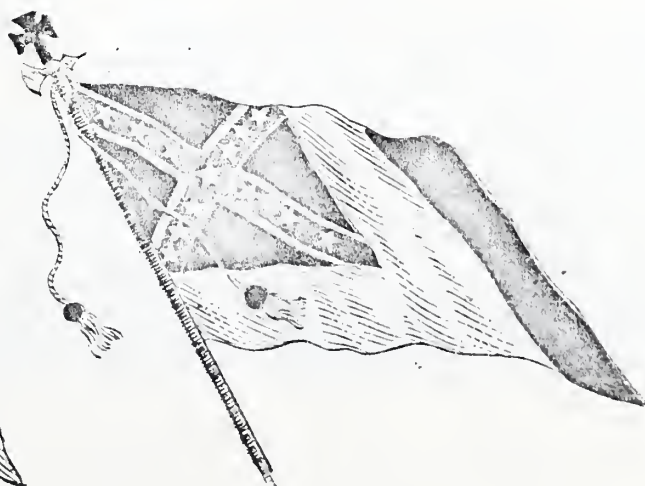
No. 2.



No. 3.



No. 4.



the story went, and consequently on March 4, 1865, just 28 days before the death of the Confederacy. Congress passed another Act, adding a broad red bar across the end of it. I never saw this flag, nor have I ever seen a man who did see it—or who saw a man who did see it—with this exception: Col. Louis Euker tells me that riding down to Gen. Custis Lee's quarters in November or December, 1864, he saw this flag flying over Howard's Grove Hospital, and his companion, a German gentleman, then serving in the Ninth Virginia Cavalry, asked him what that flag was, and this incident impressed itself on his memory.

There is no possibility of doubting the accuracy of Colonel Euker's memory. He is as nearly certain to be right as any man I know, but there is a confusion here. The flag was not adopted until March 4, 1865, and he saw it several months before. I explain this by thinking the design for the new flag was known and canvassed. I have a colored lithograph now, made by Hoyer & Ludwig, at the time, for Maj. Arthur L. Rogers, who designed this alteration, and gave me the picture in December, 1864. So, I take it, the doctors at the hospital had made themselves a new flag to set the fashion. But that was not a flag authorized by law, and I have yet to see a man who saw such a flag or saw any man who saw a man who saw one. After March 4, 1865, we were not making flags. Please print the Acts of Congress establishing the flags. The last act has never been printed!

BRADLEY T. JOHNSON.

Herewith is given the Act of May 1, 1863, and also the amendment thereto, passed March 4, 1865:

An Act to establish the flag of the Confederate States.

The Congress of the Confederate States of America do enact, That the flag of the Confederate States shall be as follows: The field to be white, the length double the width of the flag, with the union (now used as the battle-flag) to be a square of two-thirds the width of the flag, having the ground red; thereon a broad saltier of blue, bordered with white, and emblazoned with white mullets or five-pointed stars, corresponding in number to that of the Confederate States. (First Congress, third session. Approved May 1, 1863.)

The foregoing was amended by the following act:

The Congress of the Confederate States of America do enact, That the flag of the Confederate States shall be as follows: The width two-thirds of the length, with the union (now used as the battle-flag) to be in width three-fifths of the width of the flag, and so proportioned as to leave the length of the field on the side of the union twice the width of the field below it; to have the ground red, and a broad blue saltier thereon bordered with white and emblazoned with mullets or five-pointed stars, corresponding in number to that of the Confederate States; the field to be white, except the outer half from the union to be a red bar

extending the width of the flag. (Second Congress, second session. Approved March 4, 1865.)

THE GREAT SEAL.

The Great Seal was provided at the third session of the first Congress of the Confederate States of America, as follows:

(No. 4.) *Joint resolution to establish a seal for the Confederate States.*

Resolved, by the Congress of the Confederate States of America, That the seal of the Confederate States shall consist of a device representing an equestrian portrait of Washington (after the statue which surmounts his monument in the capitol square at Richmond), surrounded with a wreath composed of the principal agricultural products of the Confederacy (cotton, tobacco, sugar cane, corn, wheat and rice), and having around its margin the words: "The Confederate States of America, twenty-second February, eighteen hundred and sixty-two, with the following motto: "*Deo vindice.*"

Approved April 30, 1863. (C. S. Statutes at Large).

Hon. J. P. Benjamin, Secretary of State of the Confederate States, in his dispatch of May 20, 1863. (No. 23) to Hon. James M. Mason, Commissioner of the Confederate States near the government of Great Britain, expressed the will of Congress with regard to the proposed seal in the following manner:

(No. 23.)

DEPARTMENT OF STATE,

RICHMOND, May 20, 1863.

HON. JAMES M. MASON,
&c., &c., &c.

London.

Sir:

* * * * *

Congress has passed a law establishing a seal for the Confederate States. I have concluded to get the work executed in England, and request that you will do me the favor to supervise it. You will receive herewith a copy of the Act of Congress describing the seal, and a photographic view of the statue of Washington. The photograph represents the horse as standing on the summit of an obelisk, but in the seal the base ought to be the earth, as the representation is to be of a horseman and not of a statue. The size desired for the seal is the circle on the back of the photograph. The outer margin will give space for the words "The Confederate States of America, 22d February, 1862." I do not think it necessary that the date should be expressed in words, the figures 22, 1862, being a sufficient compliance with the requirements of

the law. Indeed, I know that in the drawing submitted to the committee that devised the seal, the date was in figures and not in words. There is not room for the date in words on the circumference of the seal without reducing the size of the letters so much as to injure the effect. In regard to the wreath and the motto, they must be placed as your taste and that of the artist shall suggest, but it is not deemed imperative, under the words of the Act, that *all* the agricultural products (cotton, tobacco, sugar cane, corn, wheat and rice) should find place in the wreath. They are stated rather as examples. I am inclined to think that in so small a space as the wreath must necessarily occupy it will be impossible to include all these products with good effect, and in that event I would suggest that cotton, rice and tobacco, being distinctive products of the southern, middle and northern States of the Confederacy, ought to be retained, while wheat and corn being produced in equal abundance in the United States as in the Confederacy and therefore less distinctive than the other products named, may better be omitted, if omission is found necessary. It is not desired that the work be executed by any but the best artist that can be found, and the difference of expense between a poor and a fine specimen of art in the engraving is too small a matter to be taken into consideration in a work that we fondly hope will be required for generations yet unborn.

Pray give your best attention to this, and let me know about what the cost will be and when I may expect the work to be finished.

The seal was presented to the State of South Carolina about 1887, and is kept in the office of the Secretary of State. It is about three inches in diameter, nearly corresponding in size to the engraving that appears on a preceding page.

Mr. Mason contracted with Mr. Wyon, an artist of London, to execute the seal, the price of which is shown by the following bill:

J. M. MASON, ESQ.—

To JOSEPH S. WYON,

Chief Engraver of Her Majesty's Seals, Etc.,
287 Regent Street, London, W.

1864. July 2. Silver Seal for the Confederate States of America, with ivory handle, box with spring lock and screw press.....	£84
3,000 wafers.....	4 10
1,000 seal papers.....	7
1,000 strips of parchment.....	18
100 brass boxes.....	16 5
100 cakes of wax.....	7
100 silk cords.....	6 5
1 perforator.....	5
3 packing cases lined with tin.....	3

£122 10

By cash, 21 March, £42.

Settled by cheque, for balance, 6th July, 1864.

SISTERS OF MERCY.

Probably the first organization for nursing the Confederate soldiers originated in Portsmouth, Virginia. In the spring of 1861, soon after the arrival of the Southern troops, the various camps around the city were attacked with measles and other diseases. The accounts of the sad condition of these brave men who had sacrificed so much in our behalf, aroused the women of Portsmouth to make an effort to ameliorate their condition. A meeting of the most prominent ladies of the community resulted in the formation of a society to nurse the sick Confederates from the Southern States. The following is a verbatim copy of the circular sent out to solicit aid from our citizens:

The Sisters of Mercy. The ladies of Portsmouth desirous to do all that they can to ameliorate the condition of the sick strangers who have so nobly left their homes and come to the defense of Virginia have formed themselves into a society called "The Sisters of Mercy." They will nurse the sick either at the hospitals or at any other place in the city to which they may be conveyed; will prepare nourishment, and do all in their power to promote the comfort and health of their patients.

Managers—Mrs. W. H. Wilson, Mrs. Billisoly, Mrs. Fannie Toomer, Mrs. J. C. White, Mrs. Tatem, Mrs. Abbie K. Staples, Mrs. Elizabeth Bourdette, Mrs. M. W. Armistead, Mrs. W. C. Smith, Mrs. Pinner, Mrs. C. A. Grice, Mrs. Cozbell, Mrs. Bettie Parrish and Mrs. H. C. Orr.

This appeal met with a generous response from all classes of society, and the ladies went to work with skill, energy and devotion to make the affair a success. Many of the sick soldiers were boarding at the Ocean House, and the first few weeks after the society was organized the ladies devoted their time to nursing these men. They were unfortunate in this attempt, and after losing two patients they determined to open a house exclusively under their own control, which should combine the comforts of a home with the care and attention of a well-kept hospital. In accordance with this plan, they made efforts to secure a suitable building and arranged matters to place the society on a working base.

The American House, a large, unfurnished building formerly used as a hotel, was placed at their disposal, and with busy hands and warm hearts the ladies went rapidly to work. All the essentials necessary to a comfortable home were soon collected. The colonels of the Georgia regiments gave substantial aid by detaching men to assist in the heavier work of nursing. On the 8th of June, 1861, "The Hospital of the Sisters of Mercy" was ready for the first installment of sick Confederates.

The work was arranged systematically, and it has often been said, that at no time during the war was more devoted work carried out more quietly and unostentatiously. To each day of the week two managers were appointed, whose duty it was to provide the meals for that day, see that the sick were well attended, visit patients, give such care as they needed, superintend the servants, provide tempting dishes for those whose appetities could not take the usual nourishment, in fact from early morn until 9 P. M. become house mothers to that suffering band so far away from their homes and loved ones. The town was divided into districts, and to each manager certain streets were assigned, and from contributors on those streets the meals for that day were furnished. In this manner most of the meals were provided by the housekeepers ready cooked. Several ladies sending breakfast, many more dinner and others supper. The merchants sent uncooked provisions, the commissary furnished the sick with rations. Those of our ladies whose circumstances did not allow them to contribute were glad to help the cause by cooking the provisions thus provided. In this manner a large amount of well cooked nourishment was always ready. Such breakfasts, such dinners, such suppers as found their way to that American House could only be found in Southern homes, in ante-bellum times. Each contributor seemed to vie with the other as to who should send most and best. Those were the early days of the Confederacy. Hope sat at every hearthstone, smiling faces and bright eyes talked of war but knew it not. The days of fat bacon,

black-eyed peas and rye coffee were yet in the dim future, but when the darkness fell, the same hearts and hands were found just as earnest, just as faithful, just as devoted and to none in history can a higher place be given than to the women of the South.

From the 8th of June, 1861, when the first sick soldier was admitted, until the evacuation of Norfolk in May, 1862, the hospital was successfully carried on. The number of patients received was large and the death rate remarkably small, the list before me containing the names of 149 admissions up to August 1, 1861. In March, 1862, the ladies were requested by Dr. Blacknall to transfer their labors to the U. S. Naval Hospital, at that time being used by the Confederate authorities as a government hospital. After some debate and hesitation it was decided to agree to his request.

The American House was given up and the organization bestowed its attention on the sick at this hospital.

When the evacuation of Norfolk occurred, six sick and wounded soldiers were left to the care of these ladies who removed them to private houses and nursed them until their recovery.

When this work was completed the society found its "occupation gone," but its spirit still lived. During the dark days of Federal occupancy the needy wives and children of our absent soldiers were supplied with food and other necessities from the scanty stores of this brave and devoted band. Since the surrender "The Sisters of Mercy" has developed into "The Ladies Memorial Aid Society" whose object is to assist the widows and orphans of our soldiers, and to care for and decorate the graves of our brave men, who so freely gave their lives in our defense. Nobly have they fulfilled their mission.

From June 12, 1866, when "The Ladies Memorial Aid Society" was organized, until May 24, 1900, each year the public has beheld only one phase of their work,—the well-known demonstration, Portsmouth Memorial Day,

having been originated, sustained and exclusively managed by this society until the organization of Stonewall Camp, C. V., since which time this work has been shared between them. This society has had under its care more than 65 orphans whom they have assisted to educate as well as to feed and clothe; very many widows whose needs have always been carefully supplied. They have relieved numbers

of sick soldiers and buried many of those who have died.

It is impossible to give even a faint outline of their labor of love during these thirty-six years of ceaseless activity. In all this time there has never been an interruption either in their organization or in their systematic benevolence.

VIRGINIA S. STAPLES.

CHAPTER VIII

MILITARY HISTORY OF THE COUNTY—Continued

CONFEDERATE MONUMENTS AT PORTSMOUTH AND NORFOLK—CONFEDERATE VETERANS' CAMPS OF NORFOLK, PORTSMOUTH AND BERKLEY—UNITED DAUGHTERS OF THE CONFEDERACY CHAPTERS AT NORFOLK AND PORTSMOUTH.

CONFEDERATE SOLDIERS MONUMENTS.

Portsmouth.

On May 8, 1875, a meeting of the citizens of Norfolk County was called to organize a monumental association. Judge J. F. Crocker was chosen to the chair, and the following permanent committee appointed: Judge J. F. Crocker, president; Maj. William H. Ethridge, of Norfolk County, and Col. William White, of Portsmouth, vice-presidents; Maj. George W. Grice, treasurer; Oscar V. Smith, secretary. Directors: B. A. Armistead, John T. Griffin, J. G. Wallace, Thomas H. Brown, Alonzo Ives, Thomas M. Hodges, of Norfolk County, Maj. W. C. Wingfield, E. G. Ghio, Capt. James H. Toomer, Col. D. J. Godwin, Capt. John H. Gayle, Capt. W. H. Murdaugh, Maj. F. W. Jett, Capt. C. W. Murdaugh, Judge L. R. Watts, Capt. C. T. Phillips, and Col. William H. Stewart, of Portsmouth. Charles E. Cassell, then of Portsmouth, was chosen architect. At a meeting held in the following November, a committee was appointed to select a site for the monument. The one selected was at the intersection of High and Court streets, opposite the court house, and the directors accepted it.

On December 14, 1876, the corner-stone was laid with imposing ceremonies. Judge C. W. Murdaugh delivered the address. The cap-stone was raised by the ladies and the children June 15, 1881.

The monument is a plain granite shaft 35.6 feet high, surmounted by a capstone, and resting upon a base 20 feet high, 15 feet square. It has on the four corners of the base bronze figures representing the arms of military service,—Infantryman, Cavalryman, Sailor and Artilleryman.

The monument bears only the inscription, "To Our Confederate Dead," and the dates 1861, 1862, 1863, 1864, 1865, around the shaft. It was dedicated June 15, 1893, with simple and impressive ceremonies. Capt. R. C. Marshall delivered the oration. The military turned out, and the Grand Camp Confederate Veterans of Virginia, then in session in Portsmouth, attended the services.

The lowest bid for the monument was \$19,000, but the Raleigh & Gaston Railroad Company gave us the granite from their quarry; and we only paid for the cutting of it,—\$1,730. That road and the Seaboard & Roanoke Railroad Company transported it to Portsmouth free of charge. Through the generosity of these corporations, W. H. V. Will-

iams, the last treasurer, reported that the beautiful monument, entirely paid for, only cost \$9,236.34. This amount was raised by voluntary subscription and through the indefatigable efforts of Maj. F. W. Jett and the ladies.

This was one of the first monuments erected to the "Confederate Dead." Quite a number of individual memorials had been raised in Richmond and elsewhere.

Portsmouth has the proud distinction of having furnished us more soldiers than it had voters. Only 900 names appeared on the voting list, but when the muster call was sounded, 1,400 brave hearts donned the grey.

Norfolk.

About the first day of January, 1868, an effort was begun to raise funds for the erection of a monument in Norfolk to the memory of Confederate soldiers and sailors.

On the 22nd of February, 1899, the cornerstone of the beautiful monument which now stands on Market Square was laid with Masonic rites in the presence of a great concourse of people. The shaft is 50 feet high and is to be surmounted by a statue eight and one-half feet high, and there will be four figures at the base six feet and nine inches high,—on one face of the monument is the Confederate Battle-Flag and on another the Great Seal of the Confederacy.

The monument was erected under the auspices of the Pickett-Buchanan Camp, Confederate Veterans, and is a beautiful testimonial to the devotion and valor of the "Confederate Dead."

CONFEDERATE VETERANS.

Pickett-Buchanan Camp, Norfolk.

Pickett-Buchanan Camp, Confederate Veterans, was named for Maj.-Gen. George E. Pickett, who commanded the Virginia Division, which made the immortal charge at Gettysburg, and Admiral Franklin Buchanan,

who commanded the iron-clad "Virginia" on the 8th of March, 1862.

The camp was chartered on the 19th day of February, 1885, at Norfolk, Virginia, for the purpose not only of keeping fixed upon the records of memory the deeds and characteristics of their comrades who have made greater sacrifices—even of life—than have been demanded of them, for the Sacred Lost Cause; but, as far as they can, to keep alive that fraternity born of the dangers of the battle-field—the hardships of the march and camp—and to alleviate, as far as they can, the temporal needs of those who are yet with them in time and sentiment.

ROLL OF COMRADES.

A.

Addison, James S.—Private in Co. D, Huger's Battery—Art.
 Adams, James—Private in 61st Va. Inf.
 Avery, J. W.—Major 17th S. C. Volunteers.
 Anderson, E. Willoughby—Captain of Artillery.
 Anderson, John R.—Private in Co. A, 6th Va. Inf.
 Archibald, M. R.—Sergeant in Co. A, 1st Ga. Inf.
 Allyn, Joseph T.—1st lieutenant and ordnance officer, Lane's Battalion.
 Armstrong, Rev. George D.—Volunteer on staff of General Longstreet.
 Arps, George L.—Quartermaster sergeant, 17th N. C. Inf.
 Anderson, J. S.—Private in Co. D, Huger's Battery—Art.
 Anderson, Charles W.—Sergeant-major, 34th Tenn. Inf.
 Anderson, J. H.—Private in 1st Co. Richmond Howitzers—Art.
 Anderson, Peter—Private in Co. A, 6th Va. Inf.
 Auter, Charles G.—Sergeant-major in 24th Tenn. Inf.
 Abdell, W. H.—Private in Co. H, 6th Va. Inf.
 Askew, J. M.—Private in Co. H, 6th Va. Inf.

B.

Berry, Nathan W.—Private in Co. A, 13th Va. Cav.
 Broughton, Thomas B.—Hospital steward.
 Bradford, Edmund—Maj. quartermaster.
 Barry, James E.—1st lieutenant United Art.
 Burwell, D. S.—Private in 3rd Co. Richmond Howitzers—Art.
 Brooke, William T.—Private in Co. D, 43rd Battalion Va. Cav., Mosby's command.
 Bluford, George W.—Private in Co. D, 1st Va. Reserves.
 Blamire, E. B.—Private in Co. K, 9th Va. Inf.
 Bradford, J. D.—Lieutenant-colonel Regular C. S. Art.
 Bullock, A. M.—Sergeant United Art.
 Borland, Thomas R.—Private in Co. K, 9th Va. Inf.

Butler, George W.—Private in Co. K, 9th Va. Inf.
 Baxter, B. F.—Sergeant in Co. B, 13th Va. Cav.
 Browne, W. B.—Private in Co. F, 15th Va. Cav.
 Baldwin, Charles—Private in Co. A, 44th Va. Inf.
 Barker, J. E.—Private in Co. H, 13th Va. Cav.
 Brock, C. H.—Private in Co. H, 13th Va. Cav.
 Bonney, James H.—Corporal in Co. B, 16th Va. Inf.
 Blackford, William W.—Lieutenant-colonel 1st Regt.

Engineer Troops.

Butt, William J.—2nd Lieutenant Huger's Battery—Art.
 Barnes, W. A.—Private in 15th Va. Cav.
 Belote, Smith—Private in Co. G, 16th Va. Inf.
 Brown, Henry F.—Private in Co. H, 6th Va. Inf.
 Banks, Heartwell J.—Private in Co. F, 6th Va. Inf.
 Baxter, O. F., Jr.—Private in Co. I, 15th Va. Cav.
 Bomar, Robert H.—Sergeant in 1st Co. Hampton Legion—Inf.

Baker, William—Private in United Art.
 Brown, Dixon—Private in Smith's Battalion—Art.
 Bush, Isaac F.—Private in Independent Signal Corps.
 Bell, H. F.—Private in Co. I, 15th Va. Cav.
 Buskey, C. H.—Corporal in Norfolk Light Art. Blues.
 Burgess, Thomas J.—Sergeant in Co. A, 7th Ga. Cav.
 Briggs, J. R.—Private in 18th Va. Battalion.
 Burnes, W. A.—Private in United Art.
 Black, Thomas—Private in United Art.
 Branham, John B.—Private in Cust's Lee's Command and Treasury Dept.

Buchanan, James—Private in Co. A, 6th Va. Inf.
 Brown, Philip F.—Private in Co. C, 16th Va. Inf.
 Barcroft, Edward J.—Private in Co. I, 38th Va. Inf.
 Barrett, R. Cad.—Private in Co. A, 13th Va. Cav.
 Banks, Edgar—Private in Co. B, 6th Va. Inf.
 Burroughs, John J.—1st lieutenant Artillery. Trans. Miss. Dept. and Army of Tenn.

Burroughs, William H.—Captain Artillery. Army of Tenn.

Bland, Robert E.—Private in Co. G, 1st Va. Cav.
 Bryan, Fred. P.—Private in Co. H, 12th Va. Inf.
 Bell, James N.—Sergeant-major in 6th Va. Inf.
 Boteler, A. R., Jr.—Captain and ordnance officer. Hoke's Brigade.

Bell, Thomas K.—Ordnance sergeant in N. C. Junior Reserves.

Baylor, John W.—Private in Co. A, 12th Va. Inf.
 Barnes, George B.—Captain and A. Q. M.
 Brockenbrough, J. M.—Colonel of 40th Va. Inf.
 Boole, John J.—Private in Hill's Corps.
 Burrows, Rev. J. L.—Of Committee to Care for the Wounded.

Bremond, L.—Captain and A. Q. M.
 Barnes, James E.—Private in Co. I, 9th Va. Inf.
 Burruss, N.—Captain, instructor of tactics and ordnance officer.

Broughton, Robert S.—Corporal in Norfolk Light Art. Blues.

Butt, Anthony S.—Courier to Gen. R. E. Lee.
 Boyd, Thomas L.—1st lieutenant in Co. C, 4th Va. Inf.
 Brenner, John A.—Private in Co. H, 6th Va. Inf.
 Buchanan, Robert H.—Private in Co. C, 6th Va. Inf.
 Brown, W. A.—Corporal in Pendleton's Battery—Art.
 Battle, Dorsey—1st lieutenant and aid to General Lewis.
 Banks, R. B.—Lieutenant in Norfolk Light Art. Blues.
 Baily, Thomas L.—Sergeant in Co. F, 18th Va. Inf.

Baylor, R. B.—Private in Co. G, 6th Va. Inf.
 Banks, Robert—Sergeant in Co. D, 6th Va. Inf.
 Bass, William Colin—Private in Co. A, 3rd Va. Cav.
 Bohannon, G. A.—In C. S. Navy.
 Borum, Charles—Lieutenant in C. S. Navy.
 Baker, John C.—Lieutenant and drill master in N. C. Troops.

C.

Creekmur, W. P.—Private in Co. G, 4th N. C. Cav.
 Churn, Severn B.—Private in 19th Va. Battalion—Art.
 Cooke, A. B.—Major and quartermaster.
 Chamberlaine, George—Captain and A. C. S. in 9th Va. Inf.

Curlin, Z. T.—Private in Co. B, 61st Va. Inf.
 Caffee, James H.—Private in 5th Va. Cav.
 Calcutt, C. J.—Bugler in Co. B, 1st Regular Heavy Art.
 Culpeper, Joseph S.—In Independent Signal Corps.
 Creekmur, C. J.—In C. S. Navy.
 Costin, William F.—Private in United Art.
 Colonna, William B.—Private in United Art.
 Carr, Frank—In C. S. Navy.
 Charles, James G.—Private in Floyd's and Manly's Batteries—Art.

Cutchin, J. F.—Corporal in Co. A, 16th Va. Inf.
 Crocker, Rufus S.—Private in United Art.
 Constable, Henry B.—Private in Commissary Department.

Craig, Edward—Private in Co. E, 6th Va. Inf.
 Carter, L. H.—Quartermaster sergeant in Co. A, 1st Va. Inf.

Clark, F. W.—Private in Co. D, 1st Ga. Inf.
 Chamberlaine, A. E.—Private in Norfolk Light Art. Blues.

Cowand, D. G.—Private in Co. B, 61st Va. Inf.
 Cecil, James F.—Lieutenant in Co. C, 4th Va. Inf.
 Clarke, George F.—Private in Co. D, 61st Va. Inf.
 Cason, John S.—Lieutenant in Co. K, 61st Va. Inf.
 Causey, Charles H.—Captain in Co. B, 3d Va. Cav.
 Coleman, Junius A.—Lieutenant in 25th Battalion Va. Inf.

Chapman, K. K.—2d lieutenant in Co. A, 19th Battalion Va. Inf.

Chamberlaine, W. W.—Captain and A. A. G., Gen. R. L. Walker.

Carter, William W.—Private in Co. B, 30th Va. Inf.
 Cross, Thomas H.—Private in Co. A, 16th Va. Inf.
 Cooke, Merritt T.—Private in Norfolk Light Art. Blues.
 Cooke, Henry Selden—Master in C. S. Navy.
 Cralle, Richard K.—C. S. Navy steamer "Virginia."

D.

Dalton, A. J.—Sergeant in States Co., 1st Ky. Cav.
 Dann, W. F.—Private in Co. H, 6th Va. Inf.
 Dann, S. S.—Sergeant in Co. C, 6th Va. Inf.
 Duncar, A. G.—Private in Co. A, 61st Va. Inf.
 Dornin, Thomas L.—Lieutenant in C. S. Navy.
 Doyle, John E.—Private in Norfolk Light Art. Blues.
 Doyle, Walter H.—Private Norfolk Light Art. Blues.
 Dozier, T. F.—Private in Hendren's Art.
 Dawes, S. S.—In Co. F, McHenry's Battalion.
 Dobbs, A. J.—Private in Co. H, 12th Va. Inf.

Duff, William J.—1st lieutenant in Co. D, 55th Va. Inf.
 Drummond, Thomas L.—Private in Co. F, 46th Va. Inf.
 Dunn, David R.—Sergeant-major in Paschal's Battalion.
 Diggs, William J.—Private in United Art.
 Dodson, J. E.—Private in Co. C, 6th Va. Inf.
 Dunn, George R.—Major and A. Q. M.
 Dibrell, Watson S.—Private in 1st Co. Richmond Howitzers—Art.
 Dobie, Richard A.—Private in Sturdivant's Battery—Art.
 Downing, Thomas—Private and drill master.
 Davis, William Henry—Private in Co. F, 41st Va. Inf.
 Dupuy, Dr. H. R.—Hospital steward in Stark's Battalion—Art.
 Dann, S. S.—Private in Co. A, 12th Va. Inf.
 Day, John H.—Private in Norfolk Light Art. Blues.
 Dixon, George W.—Private in Co. D, 6th Va. Inf.
 Drummond, H. P. P.—Private in Co. I, 15th Va. Inf.
 Deakins, Solon—Corporal in Co. I, 12th Va. Inf.
 Dougherty, E. C.—Private in Co. B, 18th Va. Inf.

E.

Etheridge, Dennis—Private in Co. F, 15th Va. Cav.
 Evans, Richard—Private in Norfolk Light Art. Blues.
 Elliott, Charles G.—Captain and A. A. G.
 Edwards, John A.—Private in Co. D, Huger's Battery—Art.
 Eason, John T.—Private in Co. B, 61st Va. Inf.
 Edwards, Walter A.—Private in Co. H, 6th Va. Inf.
 Ewell, Jesse—Private in Huger's Battery—Art.
 Emmerson, George W.—Private in Co. G, 9th Va. Inf.
 Elliott, J. Augustus—Private in Norfolk Light Art. Blues.
 Elliott, Thomas E.—Private in Norfolk Light Art. Blues.
 Everett, J. C.—Lieutenant in charge of Conscript Dept.
 Edwards, Oscar E.—Special messenger ordnance dept.
 Etheridge, O. M.—Private in Co. F, 15th Va. Cav.
 Ellison, W. A.—Private in Co. B, 6th Va. Inf.
 Edmonds, L. R.—Private in Co. C, 61st Va. Inf.
 Eanes, John—Private in Co. B, 9th Va. Inf.
 Ellis, W. B.—Private in Co. K, 12th Va. Inf.
 Etheridge, S. A.—Private in Co. F, 41st Va. Inf.
 Elam, Thomas G.—Private in Co. E, 14th Va. Inf.

F.

Flowers, Joseph W.—Private in Co. H, 11th Va. Inf.
 Foster, William E.—Major and ordnance officer.
 Fisher, Laban J.—Private in 15th Va. Cav.
 Freeman, Robert—Chief engineer in C. S. Navy.
 Freeman, Vincent—Private in 6th Va. Inf.
 Freeman, Arthur C.—Private in Signal Corps.
 Freeman, E. B.—Private in Co. A, 7th Tenn. Cav.
 Fentress, Hillary—Private in Co. C, 6th Va. Inf.
 Fitz, Newton—Private in Engineer Service.
 Face, William H.—Boatswain in C. S. Navy.
 Foreman, L. J.—Seaman in C. S. Navy.
 Fatherly, M. W.—Captain of Co. C, 5th N. C. Inf.
 Foster, T. Stanard—Courier and Dept. of Reserves.
 Flournoy, Samuel—First lieutenant in Co. K, 6th Va. Inf.

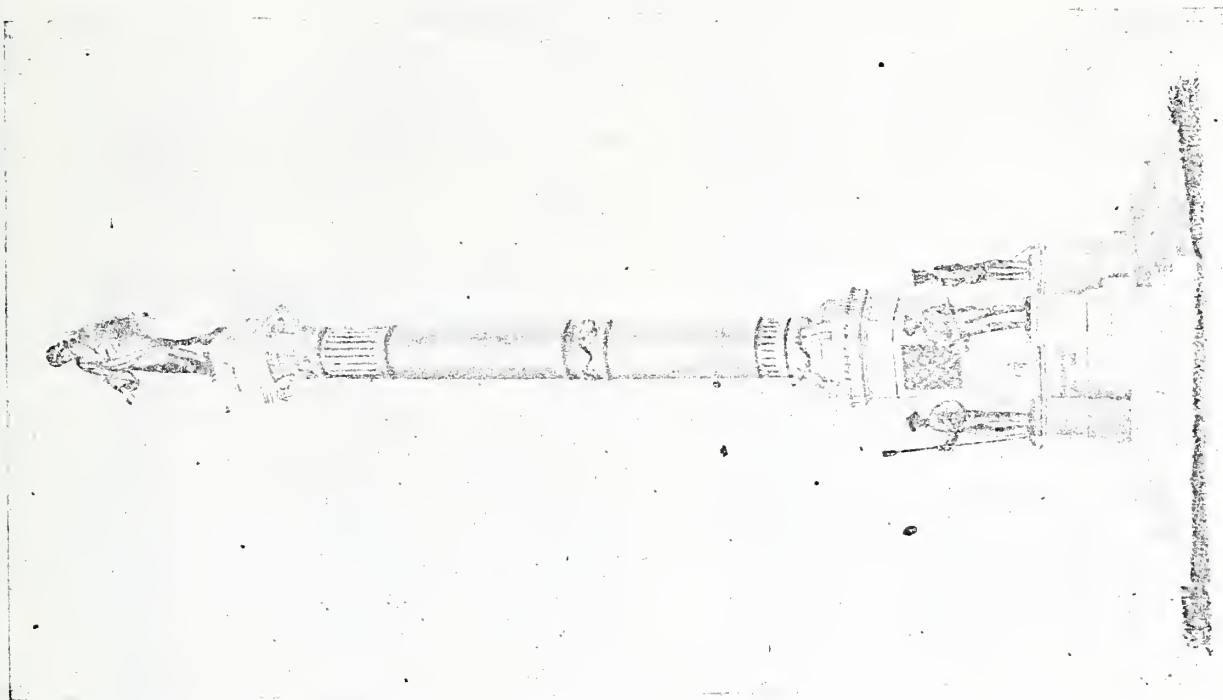
Fulgham, J. H.—Orderly sergeant in Co. C, 13th Va. Cav.
 Frost, W. H.—Private in Co. C, 6th Va. Inf.
 Farmer, James A.—Master blacksmith in C. S. Navy.
 Foreman, Cary—Private in Co. A, 61st Va. Inf.
 Ferguson, George S.—Private in Norfolk Light Art. Blues.
 Ferrall, John B.—Private in Co. A, 14th Va. Inf.
 Ford, Royall—Private in Courtney Art.
 Ferguson, R. R.—Captain of Co. K, 53d Va. Inf.

G.

Gwaltney, Richard H.—Private in Norfolk Light Art. Blues.
 Glennan, M.—Quartermaster sergeant in 36th N. C. Inf.
 Gornto, George R.—Private in Co. G, 15th Va. Cav.
 Graves, William A.—C. S. Navy.
 Greenwood, Fred.—1st Co. Signal Corps.
 Guy, E. E.—Engineer Dept., Charlotte, N. C.
 Goode, John—Private in Co. A, 2d Va. Cav., captain on General Early's staff.
 Gary, S. Wentworth—Lieutenant in Co. A, 3d Va. Inf.
 Grimes, J. M.—Private in 9th Va. Inf.
 Gilmer, James W.—Lieutenant in Norfolk Light Art. Blues.
 Gale, J. D.—1st lieutenant in Co. D, Richardson's Battery—Art.
 Garnett, T. S., Jr.—A. D. C. to Maj.-Gen. J. E. B. Stuart.
 Gillis, John—Sergeant in United Art.
 Griswold, A. C.—Private in United Art.
 Graham, T. B.—Private in Co. I, 5th Va. Cav.
 Green, John Shackelford—Lieutenant-colonel in 6th Va. Cav.
 Grandy, A. W.—Private in Co. B, 61st Va. Inf.
 Groner, V. D.—Colonel in 61st Va. Inf.
 Gillespie, J. F.—Private in Co. A, 48th Va. Inf.
 Goodrich, A. J.—Private in Norfolk Light Art. Blues.
 Grandy, C. W.—Major and A. Q. M., Johnston's Army.
 Goode, Robert W.—Private in Co. G, 1st Va. Cav.
 Graves, William C.—Private in Co. D, 3d Va. Cav.
 Gordon, J. D.—Private in Co. H, 6th Va. Inf.
 Gibbs, John M.—Captain of schooner "North Wind," Lighthouse service.
 Graham, John B.—Private in Co. I, 38th Va. Inf.
 Gornto, W. T.—Private in Co. C, 5th Va. Cav.
 Godfrey, William J.—Private in Co. C, 38th Va. Inf.
 Gauntt, A. W.—Captain of Co. C, 19th Va. Inf.
 Gilbert, Timothy—Private in 15th Va. Cav.
 Grey, Thaddeus S.—Master's mate in C. S. Navy.
 Gamage, John O.—Private in Norfolk Light Art. Blues.
 Godwin, E. S.—Private in Co. C, 6th Va. Inf.

H.

Henry, E. M.—Captain of Co. A, 9th Va. Cav.
 Hill, C. W.—Private in Co. G, 6th Va. Inf.
 Hamilton, James—Private in Young's Harbor Guard—Art.
 Hall, John P.—Private in Huger's Battery—Art.
 Hudson, J. J.—Corporal in Lunenburg Art.
 Hudgins, J. M.—Captain and A. C. S.
 Hodges, Samuel—Private in Norfolk Light Art. Blues.



CONFEDERATE MONUMENT, NORFOLK, VA.
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CONFEDERATE MONUMENT, PORTSMOUTH, VA.

Hayes, Joseph—Private in Co. B, 5th N. C. Troops.
 Henderson, T. B.—Lieutenant 3d N. C. Cav.
 Henderson, Thomas W.—Courier Headquarters, A. N. V.
 Harris, William—Private in Co. H, 12th Va. Inf.
 Harris, William H.—Private in Co. D, Huger's Battery—Art.
 Hunter, J. Frank—Private in Norfolk Light Art. Blues.
 Hudgins, Humphrey—Armistead's Battery—Art.
 Horbach, J. P.—Major and quartermaster.
 Holladay, William J.—Private in Co. A, 19th Va. B. tation—Art.
 Hodges, S. T.—Private in Co. I, 15th Va. Cav.
 Humphreys, David—Captain of Co. C, 7th Va. Cav.
 Hudgins, William R.—Private in Co. G, 6th Va. Inf.
 Harrison, Heartwell B.—Private in Co. E, 12th Va. Inf.
 Holmes, W. H.—Private in Norfolk Light Art. Blues.
 Holt, L. D.—Private in Co. H, 13th Va. Cav.
 Holt, Thomas J.—Private in Co. F, 6th Va. Inf.
 Hall, Joseph Henry—Private in 41st Va. Battalion Inf.
 Hill, Joseph S.—Private in Co. A, 6th Va. Inf.
 Hoggard, Horatio C.—Private in Co. I, 15th Va. Inf.
 Howell, H. A.—Private in Co. H, 2d N. C. Troops.
 Herbert, A. T.—Sergeant in Co. I, 5th Va. Cav.
 Hunter, Wallace W.—Quartermaster sergeant in 8th N. C. Inf.
 Hargrove, John T.—Corporal in Co. E, 15th Va. Cav.
 Harwood, John L.—Private in Co. H, 32d Va. Inf.
 Hannah, William M.—Private in Staunton Hill Art.
 Hudgins, William E.—1st lieutenant in C. S. Navy.
 Hudgins, Moses—Private in Co. G, 16th Va. Inf.
 Huestes, B. H.—Private in Co. E, 32d Va. Inf.
 Hope, James Barron—A. Q. M. in Smith's Battery—Art., and War Dept.
 Hudgins, Lewis M.—Lieutenant 3d N. C. Cav.
 Hayes, B. T.—Private in Co. A, 3d Va. Inf.
 Hendren, J. Hardy—Captain of Artillery.
 Hodges, John H.—Private in Norfolk Light Art. Blues.
 Henry, John B.—Private in Co. A, 1st Va. Engineers.
 Hill, John T.—Sergeant in Co. G, 6th Va. Inf.
 Holt, Xenophon—Private in Co. D, 16th Va. Inf.
 Hart, Edward D.—Corporal in Co. D, 41st Va. Inf.
 Harrison, B. F.—Corporal in Co. F, 41st Va. Inf.
 Henry, Nathaniel—Chief engineer in Quartermaster's Dept., C. S. Navy.
 Hughes, Thomas N.—Private in Co. I, 10th Va. Cav.
 Hancock, R. J.—Sergeant in Co. I, 6th Va. Inf.
 Hart, Alexander—Major in Wheat's La. Battalion.
 Hobbs, George W.—Sergeant in Co. A, Naval Battalion.

I.

Irvine, Walter F.—Orderly sergeant in La. Guard—Art.
 Ishon, George C.—Private in Co. C, 6th Va. Inf.
 I'Anson, Vernon—Private in Reserves, C. S. Army.
 Ironmonger, Lemuel L.—Sergeant in Co. H, 6th Va. Inf.
 Ives, Luther C.—Private in Co. I, 15th Va. Cav.
 Iredell, C. J.—Captain in Co. E, 1st N. C. Inf.
 Irvine, Jesse B.—Private in McGregor's Battery—Art.

J.

Jackson, T. B.—Lieutenant of Co. C, 3d Va. Inf.
 Jarvis, William R.—C. S. Navy.

Joyner, R. W.—Captain of Co. E, 27th N. C. Inf.
 Johns, Vensy—Major and A. Q. M.
 Johnson, E. R.—Gunner in C. S. Navy.
 James, Robert T.—Private in Co. D, Huger's Battery—Art.
 Johnson, Joshua C.—Private in Co. F, 3d Va. Inf.
 Jenkins, John W.—Sergeant in Co. B, 9th Va. Inf.
 Joynes, Curtis T.—Private in Norfolk Light Art. Blues.
 Jacobs, Richard T.—Orderly sergeant in Co. L, 10th Va. Inf.
 Jordan, Joseph C.—Private in Co. D, Richardson's Battalion Art.
 Jones, R. Henry—Private in Norfolk Light Art. Blues.
 Jones, Caius J.—Sergeant in Co. I, 3d Va. Cav.
 Johnston, George W.—Private in Co. K, 15th Va. Cav.
 James, Henry W.—Private in Norfolk Light Art. Blues.
 Johnson, John T.—Captain of Co. A, Chambliss Regt. Cav.
 Jones, William M.—Captain and A. Q. M.
 Jett, Jetson—Captain of Co. E, 61st Va. Inf.
 Joynes, Thomas C.—Private in Co. B, 18th Battalion Va. Inf.
 James, John F.—Private in Co. F, 6th Va. Inf.
 James, R. W.—Sergeant in Co. I, 1st Va. Inf.
 Jones, Hillary P.—Colonel 4th Corps Art., A. N. V.
 James, Charles E.—Private in Co. I, Signal Corps.

K.

Kevill, Thomas—Captain of United Art.
 Keeling, George H.—Private in Co. K, 15th Va. Cav.
 Keeling, J. Milner—Private in 5th Va. Cav.
 Keeling, Robert S.—Private in Co. I, 15th Va. Cav.
 Keeling, Thomas W.—Quartermaster sergeant in 6th Va. Inf.
 Kevill, John P.—Private in United Art.
 Kennedy, Joseph A.—Lieutenant in Co. A, 11th Va. Inf.
 Kirk, Richard—Private in 18th Battalion Art.
 King, Joseph—Private in Co. G, 6th Va. Inf.
 Kendall, George E.—Gunner in Battery D, Lynchburg Art.
 Keeling, Melville C.—Corporal in Norfolk Light Art. Blues.
 King, J. Barry—Captain and A. Q. M., Lightfoot's Battalion.
 Keeling, John P.—Private in Co. F, 6th Va. Inf.
 King, Warrington C.—Private in Norfolk Light Art. Blues.
 Keelin, John E.—Sergeant in Norfolk Light Art. Blues.
 Kennedy, Charles H.—Commander of C. S. Navy.

L.

Lee, Paul H. S.—Private in Co. D, 3d Ala. Cav.
 LeFancheur, Louis J.—Signal Service Dept.
 Lee, Charles C.—Private in Co. D, Huger's Battery—Art.
 Ludlow, John R.—Captain of Co. D, 6th Va. Inf.
 Leigh, James Y.—Major and O. M., Clark's Battalion.
 Lowery, Thomas—Private in Co. D, 6th Va. Inf.
 Loyall, Benjamin P.—Commander of C. S. Navy.
 Lowe, John Z.—Private in Co. E, 41st Va. Battalion Inf.
 Lee, T. J.—Private in Co. G, 38th Va. Inf.
 Land, L. W. T.—Private in Co. F, 6th Va. Inf.

Lovitt, David R.—Private in Co. A, 6th Va. Inf.
 Lassiter, Thomas J.—Private; detached on mail service.
 Lawrence, David R.—Private in Co. B, 6th Va. Inf.
 Lacy, Rev. W. S.—Chaplain of 47th N. C. Troops.
 Little, James—Private in Provost Marshal Dept. and Ambulance Corps.
 Lee, James W.—Private in Co. E, 12th Va. Inf.
 Lewellen, J. Richard—Lieutenant-colonel of 12th Va. Inf.
 Lockwood, J. B.—Private in Co. H, 6th Va. Inf.
 Loyall, George—A. O. M. Trans. Miss. Dept.
 Lee, W. J.—Private in Co. I, 13th Va. Inf.
 Lee, E. E.—Private in Co. I, 13th Va. Inf.
 Lamb, William—Colonel.

M.

McFall, C. J.—Private in Co. D, 28th Va. Inf.
 McCourt, Charles A.—Private in Co. G, 6th Va. Inf.
 Manning, George W.—Private in Co. A, 15th Va. Inf.
 Moore, John H.—Private in Co. G, 16th Va. Inf.
 Minson, William F.—Signal quartermaster, C. S. Navy.
 Martin, J. B.—Captain of La. Regt. Regulars Inf.
 Mullen, John—Colonel of 19th Miss. Inf.
 Milligan, James F.—Major of Independent Signal Corps.
 Marsden, B. A.—2nd lieutenant 1st Battalion Va. Regulars.
 McCarriek, James W.—12th Va. Inf., and master C. S. Navy.
 Morris, James—Private in Co. G, 16th Va. Inf.
 Moore, John W.—2nd sergeant in Co. B, 6th Va. Inf.
 McLean, John A.—Private in Co. E, 61st Va. Inf.
 Miller, Miles S.—Private in Co. K, 5th Va. Cav.
 Macon, E. B.—Private in Co. F, 6th Va. Inf.
 McKay, Hugh—Corporal in Co. A, 20th La. Inf. and C. S. Navy.
 March, A. B.—Private in Co. D, 61st Va. Inf.
 Morris, David P.—Private in Norfolk Light Art. Blues.
 Myers, A.—Major and commissary.
 Mulcahy, M.—Master of roads.
 Modlin, James Alfred—Private in Co. H, 1st N. C. Inf.
 McCoy, Joseph—Private in Co. D, 6th Va. Inf.
 Marshall, J. H.—Private in Co. F, 3rd N. C. Inf.
 McCurdy, T. B.—1st lieutenant in Thomas Art.
 Mowle, Jacob—Private in United Art.
 Moore, Theo. L.—Private in Co. K, 15th Va. Cav.
 Montgomery, F. P.—Private in Co. F, N. C. Inf.
 Morris, Frank—Private in Co. I, 13th Va. Cav.
 Morse, C. W.—Corporal in Co. I, 68th N. C. Cav.
 Moore, John W.—Private in Co. A, 6th Va. Inf.
 Mann, Earnest J.—1st lieutenant in Co. I, 6th Va. Inf.
 Moore, Henry V.—Lieutenant in Norfolk Light Art. Blues.
 McCourt, John A.—Private in 18th Va. Battalion Art.
 Morris, John Jesse—Lieutenant and ordnance officer in Norfolk Light Art. Blues.
 Marable, William H.—Private in Signal Corps.
 Moore, John W.—Private in Norfolk Light Art. Blues.
 Mears, Oswald B.—Orderly sergeant in Co. C, 15th Va. Cav.
 Mercer, Alfonso—Private in Co. G, 5th Va. Cav.
 Mars, John H.—Private in United Art.

Martin, W. B.—Cadet, Virginia Military Institute.
 McRorie, John—Lieutenant and drill master.
 Murden, David F.—Private in Co. F, 15th Va. Cav.

N.

Nash, C. A.—Lieutenant in Co. A, 61st Va. Inf.
 Nottingham, Thomas J.—Private in Navy Battalion.
 Nash, Dr. Herbert M.—Chief surgeon in 3rd Corps Art.
 Nottingham, F. E.—Corporal in Co. E, 19th Va. Battalion Inf.
 Neal, John B.—Major of 1st N. C. Cav.

O.

Orr, Henry E.—Captain of Co. H, 61st Va. Inf.
 Old, William W.—Captain on Gen. Ed. Johnston's staff.
 Osborne, N. M.—1st lieutenant Artillery.
 Orgain, John G.—Captain of Co. C, 18th Va. Battalion Art.
 Outten, E. A.—Sergeant in Co. F, 15th Va. Cav.
 Oliver, Charles B.—Lieutenant of C. S. Navy.

P.

Pfeil, August—Sergeant in Co. E, 6th La. Inf.
 Pearce, Edward—Boatswain's mate in C. S. Navy.
 Pettitt, Robert W.—Railroad duty, 1861; private in C. S. Navy, 1863.
 Pickett, Charles—Major and adjutant-general in General Pickett's Div.
 Phillips, James Jasper—Colonel of 9th Va. Inf.
 Pearce, Frank—Private in 13th Va. Cav.
 Powell, E. T.—Quartermaster's clerk, 5th Va. Cav.
 Parker, James F.—Private in Co. A, 19th Va. Battalion Inf.
 Parker, G. T.—Private in United Art.
 Parks, Marshall—Va. Provisional Service, Captain of post and commissioner for establishing North Carolina Navy.
 Pepper, William T.—Private in 21st Va. Inf.
 Puller, Samuel D.—Captain of Co. A, 5th Va. Cav.
 Phillips, Samuel C.—Private in Young's Harbor Guards—Art.
 Payne, Walter T.—Private in 44th Va. Battalion Inf.
 Powell, Albert—Private in Co. C, 61st Va. Inf.
 Page, R. L.—Commodore of C. S. Navy.
 Pegram, R. B.—Commander of C. S. Navy.
 Pitt, William Peter—Private in United Art.
 Pollard, B. G.—Private in Richmond Howitzers—Art.
 Perry, Oliver H.—Sergeant in Co. B, 1st Md. Cav.
 Pond, W. H.—Private in Artillery.
 Powell, J. R.—1st lieutenant in 3rd N. C. Battalion Art.
 Pifer, A. W.—Captain of Co. A, 39th Battalion Scouts.
 Pumpfrey, Lemuel—Sergeant in Co. C, 6th Va. Inf.

R.

Royster, Lawrence—Cadet, Virginia Military Institute.
 Rogers, George T.—Colonel of 6th Va. Inf.
 Reid, C. C.—Private in Co. A, Smith's Battalion Art.
 Riddle, Charles—Private in 1st Md. Battery—Art.

Rosson, John A.—Private in Co. A, Mosby's Command.
 Richardson, B. A.—Private in Smith's Battalion Art.
 Rogers, Crawford S.—Private in Norfolk Light Art. Blues.
 Rainey, William H.—Private in 6th Va. Inf.
 Rowland, Thomas B.—Quartermaster's Department.
 Roberts, John B.—Private in Norfolk Light Art. Blues.
 Robertson, J. L.—Private in Ransom's Brigade, N. C. Troops.
 Royster, W. B.—Private in Ransom's Brigade, N. C. Troops.
 Robinson, L. D.—Private in Co. F, 15th Va. Cav.
 Roberts, Henry.—Captain C. S. Navy.
 Ruffin, T. B.—Corporal, Co. B, 12th Va. Inf.
 Rogers, Theo. F.—Private Norfolk Light Artillery Blues.
 Russell, Thomas H.—Private Co. F, 5th Va. Cav.
 Rogers, William F.—Captain Revenue Marine.
 Rawlins, William—Private United Art.
 Reid, J. T. S.—Lieutenant of Ordnance.
 Roberts, Wingfield M.—Private Co. K, 61st Va. Inf.
 Rose, J. H.—Private Co. H, 12th Va. Inf.
 Revell, George A.—Private Co. G, 9th Va. Inf.
 Rickhow, William—Paymaster's clerk, C. S. Navy.
 Reynolds, William D.—Captain, Quartermaster's Dept.
 Reynolds, Henry S.—Captain and A. C. S.
 Rawley, John W.—Major and A. Q. M.
 Rew, W. W.—2nd lieutenant Co. H, 61st Va. Inf.
 Reid, George C.—Captain and A. Q. M.
 Randolph, Robert G.—Private Co. H, 12th Va. Inf.
 Riddick, R. E.—Private Co. A, Lee's Local Defenders.
 Roberts, John A.—Private Co. D, 12th Va. Inf.
 Rawlins, W. M.—Sergeant Co. B, 39th Va. Battalion Inf.
 Randolph, Rt. Rev. A. M.—Chaplain, C. S. Army.

S.

Smith, A. Meade—Major and C. S., Gen. Rosser's Brigade Cav.
 Small, N. W.—Captain in Signal Corps.
 Simmons, B. F.—Lieutenant in Co. B, 8th N. C. Regt.
 Swann, C. M.—Private in Co. A, 5th Va. Cav.
 Savage, Thomas O.—Private in Co. B, 19th Va. Battalion Art.
 Sykes, N. W.—Private in Co. F, 15th Va. Cav.
 Smith, Herbert L.—Private in Co. K, 5th Va. Cav.
 Sharp, Walter—Ordnance clerk, special service.
 Sykes, John J.—Sergeant in Co. F, 6th Va. Inf.
 Simpson, Joseph—Private in Co. B, 8th N. C. Regt.
 Smith, John W.—Sergeant in Co. B, 18th Va. Battalion Inf.
 Salomonsky, Joseph—Corporal in Co. F, 4th Ga. Inf.
 Smith, Frank M.—Private in Co. E, 5th Texas Inf.
 Sharp, John H.—Private in Otey's Battery—Art.
 Saunders, John C.—Corporal in Signal Corps.
 Smith, Richard—Private in Co. B, 61st Va. Inf.
 Smiley, Walter F.—Private in Huger's Battery—Art.
 Serpell, G. M.—Corporal in Co. B, 1st Md. Cav.
 Shepherd, John C.—Private in Co. I, 15th Va. Cav.
 Solomon, E. M.—Musician in United Art.
 Sivills, E. H.—Private in Co. A, 61st Va. Inf.
 Smoot, T. D.—Private in Pendleton's Art.

Simonds, George—Private in Co. H, 12th Va. Inf.
 Scott, James E.—Private in Co. I, 15th Va. Cav.
 Sutton, W. T.—Surgeon in Hoke's Brigade.
 Starke, Lucien D.—Captain and A. C. S.; and Act. Insp. Gen. Martin's Brigade.
 Savage, Alexander—Colonel in 13th Va. Cav.
 Shepherd, William H.—Sergeant in Co. B, 19th Va. Inf.
 Scutalus, George—Private in United Art.
 Selden, William—Surgeon in C. S. Army.
 Stubbs, William S.—Private in Co. H, 6th Va. Inf.
 Saunders, Allen—Private in Ordnance Department.
 Stevens, R. H.—Private in Cutt's Battalion—Art.
 Spruill, Joseph G.—Private in Co. K, 3d N. C. Cav.
 Smith, R. Worthy—Private in 5th and 15th Va. Cav.
 Steen, John—Private in Smith's Battalion—Art.
 Sharp, Charles—Private in United Art.
 Smith, James Marsden—Private in Co. C, Mosby's command.
 Southgate, F. M.—Master in C. S. Navy.
 Senneca, J. L.—Private Co. I, 6th Va. Inf.
 Slade, Alexander—Sergeant in Co. F, 16th Va. Inf.
 Starr, Rev. Dr. William G.—Chaplain in 47th Ala. Inf.
 Smith, F. M.—Corporal in Co. A, 12th Va. Inf.
 Sullivan, W. J.—3rd sergeant in Co. F, 3rd Va. Inf.

T.

Tarrall, H. A.—Private in Co. C, 6th Va. Inf.
 Todd, George M.—Private in Co. A, 6th Va. Inf.
 Topham, Frank—C. S. Navy.
 Taylor, Washington—Lieutenant and adjutant in Scott's Battalion Inf.
 Turner, James E.—Pilot in James River Squadron.
 Thomas, J. W., Jr.—Lieutenant in Artillery Corps.
 Taylor, Walter H.—Colonel and adjutant-general.
 Tebault, B. F.—Treasury Dept. and assistant to secretary.
 Turner, Daniel J., Jr.—Independent Signal Corps and Scouts.
 Taylor, W. A. S.—Adjutant in 61st Va. Inf.
 Tucker, Rev. B. D.—Otey's Battery, 13th Va. Art.
 Taylor, Richard C.—Major of Artillery.
 Thompson, Joseph—Private in Co. I, 61st Va. Inf.
 Taft, Peter—C. S. Navy.
 Taylor, James M.—Private in Co. D, 6th Va. Inf.
 Turner, Henry L.—Private in Young's Harbor Guards—Art.
 Taylor, William E.—Private in Norfolk Light Art. Blues.
 Tunstall, Dr. Alexander—Adjutant in 6th Va. Inf.
 Taylor, John M.—Private in Garrett's Battalion Art.
 Tredwell, Adam—Captain, assistant P. M., staff of commissioners.
 Turner, Robert G.—C. S. Navy, steamer "Virginia."
 Tabb, Dr. R. B.—Druggist and assistant physician, Chimbrazo Hospital.
 Taylor, Robert B.—Major in 6th Va. Inf.
 Todd, Westwood A.—Lieutenant and ordnance officer, Weisiger's Brigade.
 Turner, Benjamin—Private in Co. F, 10th Ala. Inf.
 Thompson, William E.—Private in Co. K, 5th Va. Cav.
 Thomas, Benton D.—Private in Lightfoot's Battalion Art.

Trower, John R.—Master in C. S. Navy.
 Thompson, Tazewell—Major and commissary.
 Taylor, John C.—Staff of General Mahone.
 Terrant, F. M.
 Todd, Henry S.—Lieutenant and adjutant.
 Tatem, N. C.—Private in Co. F, 41st Va. Inf.
 Turner, E. L.—Private in Co. F, 13th Va. Cav.
 Topham, Frank—Private in C. S. Navy.

U.

Upsher, Caleb L.—Lieutenant in Co. F., 9th Va. Inf.

V.

Vesey, William J.—Private in Co. B, 13th Va. Cav.
 Vermillion, John—1st lieutenant in Co. I, 9th Va. Inf.
 Vellines, M. J.—1st sergeant in Co. E, 9th Va. Inf.
 Vaughan, John N.—Private in Taylor's Cav.
 Vaughan, R. Frank—Sergeant in Norfolk Light Art. Blues.

W.

Walke, Dr. Frank A.—Surgeon in 46th Va. Inf.
 Wilbern, William G.—Lieutenant in Co. H, 6th Va. Inf.
 Wilson, George W.—Private in Co. K, 13th Va. Cav.
 Windsor, C. H.—2nd Co., Independent Signal Corps.
 Walker, James H.—1st sergeant in Co. K, 9th Va. Inf.
 Whitehurst, James Howard—Orderly sergeant in Co. G, 16th Va. Inf.
 Worthington, H. L.—Private in Co. C, 10th N. C. Regt.
 Wilkinson, James—Private in Norfolk Light Art. Blues.
 Ward, B. F.—Sergeant in Young's Harbor Guard—Art.
 Walters, James B.—Private in Co. C, 16th Va. Inf.
 Walke, W. Talbot—Adjutant in 39th Va. Cav.
 Walke, Richard—Captain and A. A. and inspector general in 3rd Corps—Art.
 Woodhouse, H. C.—1st lieutenant in Co. H, 12th Va. Inf.
 Woodhouse, John T.—Major in 16th Va. Inf.
 Webster, W. W.—Jeffer's Battery—Art.
 Wrenn, John W. H.—Captain of Co. B, 3rd Va. Inf.
 Williams, Theo. A.—Lieutenant, commanding Co. K, 6th Va. Inf.
 Woodley, Joseph R.—1st lieutenant in Signal Corps.
 White, A. A.—Private in Signal Service and clerk in Engineer's Department.
 Walke, A. H.—Private in Co. K, 15th Va. Cav.
 Warren, James E.—Private in Co. C, 61st Va. Inf.
 Williams, John N.—Private in 61st Va. Inf. and 1st Co. Richmond Howitzers—Art.
 Wingfield, R. C. M.—Private in Norfolk Light Art. Blues.
 White, E. V.—Sergeant in 2nd Ga. Battalion Inf. and engineer in C. S. Navy.
 Webber, John S.—Sergeant in Co. A, 38th Va. Battalion Art.
 Woodhouse, G. H. H.—Private in Co. F, 6th Va. Inf.
 Whitehurst, S. T.—Private in Norfolk Light Art. Blues.
 Williams, H. W.—Sergeant in Co. G, 43rd Battalion Va. Cav.
 White, Ryland C.—Private in Co. B, 61st Va. Inf.

Watts, John Thomas—Private in Alexander's Battalion Art.

Williamson, John T.—Private in Co. H, 12th Va. Inf.
 White, W. J.—Private in Co. H, 12th Va. Inf.
 Wilson, William A.—2nd lieutenant in Co. F, 27th N. C. Inf.
 Wright, Henry K.—Chief engineer in C. S. Navy.
 Wright, Joseph Alonzo—Private in Co. C, 6th Va. Inf.
 Wright, W. A.—Ordnance sergeant in Co. A, 1st N. C. Inf.
 Whitelurst, James Henry—Private in Co. I, 38th Va. Inf.
 Watters, James H.—Sergeant in Norfolk Light Art. Blues.
 Whitehurst, F. M.—1st lieutenant, commanding Co. F, 6th Va. Inf.
 Walton, Dr. Richard P.—Surgeon in C. S. Army.
 Woodhouse, William W.—Electrician at headquarters, Mosby's command.
 White, William H.—Drill master of Virginia Military Institute Cadets.
 Walton, Joseph A.—Private in Co. K, 9th Va. Inf.; and Independent Signal Corps and Scouts.
 Weaver, Samuel W.—Captain Co. D, 9th Va. Inf.
 Williams, W. Wallace—Sergeant in Co. K, 9th Va. Inf.
 Ward, Dr. Thomas B.—Surgeon in Weisiger's Brigade.
 Wynn, B. F.—Private in Co. C, 6th Va. Inf.
 Worthington, Dr. R. H.—Assistant surgeon in C. S. Navy.
 Warren, T. S.—Adjutant in 51st Va. Inf.
 Wedden, Charles S.—Quartermaster sergeant in Co. D, 7th N. C. Inf.
 Webster, R. T.—Quartermaster sergeant in Lightfoot's Art.
 Walters, John—Private in Norfolk Light Art. Blues.
 Worrell, Edward W.—Sergeant in Co. C, 16th N. C. Cav.
 Wrenn, Rev. Virginius—Private in Marshall's Battery—Art.
 Whitworth, John S.—Captain of Co. I, 6th Va. Inf.
 West, William A.—Commissary Sergeant in 61st Va. Inf.
 West, John T.—Captain of Co. A, 61st Va. Inf.
 West, LeRoy McC.—Corporal in Co. A, 61st Va. Inf.
 Wallace, John G.—Captain of Co. C, 61st Va. Inf.
 Winborne, E. J.—Private in Co. A, 16th Va. Inf.
 White, A. L.—Private in Co. K, 1st S. C. Inf.
 Whitehurst, James H.—Private in Co. B, 6th Va. Inf.
 White, E. P.—Commissary sergeant in Co. I, 14th Va. Inf.
 Williams, R. H.—Sergeant in Co. H, 26th Va. Inf.
 Webb, Robert W.—Orderly sergeant in 32nd N. C. Inf.
 Whittle, William C.—Lieutenant in C. S. Navy.
 Wilson, Charles W.—Captain of Company A, 6th Va. Inf.
 Walker, T. D.—Private in Co. G, 4th N. C. Cav.
 Warden, K.—Private in Co. F, 15th Va. Cav.

Y.

Young, Walter J.—Orderly sergeant in Young's Harbor Guard—Art.
 Young, N. F.—Private in Otey's Battery, 13th Va. Battalion Art.
 Yeatman, C. E.—Lieutenant in C. S. Navy.

Stonewall Camp, Portsmouth.

Ex-Confederates of Norfolk County and Portsmouth assembled at the Council Chamber on the 9th of April, 1884, to organize a Confederate camp. Capt. V. O. Cassell was elected first commander. On the 16th of July, 1884, the association adopted the name of Stonewall Camp, Confederate Veterans.

The objects of this organization are to cultivate, preserve and strengthen those kind and fraternal feelings, which bind together those who honorably served in the army and navy of the Confederate States; to perpetuate the memory and history of the dead; to assist such former comrades in arms as need help and protection; and to extend needful aid to the widows and orphans of those who have fallen.

ROLL OF COMRADES.

A.

Allen, Henry A.—Captain of Co. K, 9th Va. Inf.
Allen, Mathew W.—Private in Grimes' Battery—Art.
Archer, James H.—Drummer in Co. B., 3rd Va. Inf.
Ashton, R. Newton—Private in Co. K, 5th Va. Cav.
Ashton, John C.—Private in Norfolk Light Art. Blues.
Arrington, James E.—Private in 3rd Va. Inf.
Ash, John W.—Sergeant in Grimes' Battery—Art.

B.

Baird, J. Thompson—Lieutenant in Co. C, 16th Va. Inf.
Ballentine, D. W.—Sergeant in Co. G, 9th Va. Inf.
Barlow, T. J.—Quartermaster sergeant in Co. C, 31st Va. Inf.
Banty, N. J.—Private in Co. G, 61st Va. Inf.
Barber, George W.—Private in Co. D, 61st Va. Inf.
Beaton, John W.—Captain of Co. H, 41st Va. Inf.
Benson, F. R.—Private in Co. K, 9th Va. Inf.
Bilisoly, J. J.—1st lieutenant in Co. D, 61st Va. Inf.
Bilisoly, J. L.—Hospital steward in Co. K, 9th Va. Inf.
Bland, George W.—Private in Co. D, 9th Va. Inf.
Bourke, Joseph B.—Private in Co. G, 9th Va. Inf.
Browne, S. Y.—Hospital steward in Co. K, 9th Va. Inf.
Brown, E. H.—Engineer in C. S. Navy.
Brown, H. C.—Private in Naval Brigade.
Brooks, E. K.—Private in Co. K, 9th Va. Inf.
Bunting, J. W.—Private in Co. A, Heavy Art.
Butt, Channing M.—Private in Signal Corps.
Butts, D. G. C.—Cadet in Virginia Military Institute.
Bohannon, Churchill—Private in Grimes' Battery—Art.
Bendall, F. M.—Private in Co. I, 12th Va. Inf.
Backus, W. T.—Private in Co. I, 13th Va. Cav.
Bartee, T. B.—Sergeant in Co. A, 3rd Va. Inf.
Brown, B. J.—Lieutenant in 85th N. C. Inf.

Butt, Dr. H. F.—Brigade surgeon, N. C. Inf.
Beaton, James H.—Private in Co. I, 61st N. C. Inf.
Barrett, T. S.—Private in Ordnance Dept.
Bailey, Thomas A.—Private in Co. D, 9th Va. Inf.
Butt, Walter R.—Lieutenant in C. S. Navy.
Brownly, Jos. J.—Private in Co. C, 16th Va. Inf.
Bunting, L. D.—Private in Co. C, 13th Va. Cav.
Binford, James M.—Captain of Co. C, 23rd Va. Cav.
Brown, James W.—Private in Norfolk Light Art. Blues.
Barrett, S. H.—Private in Co. H, 3rd Va. Inf.

C.

Carty, F. W.—2nd sergeant in Co. D, 6th Va. Inf.
Crismond, John W.—Private in Grimes' Battery—Art.
Crismond, James P.—Private in Co. K, 9th Va. Inf.
Cherry, W. H.—Private in Grimes' Battery—Art.
Cowper, Clarence—Private in Co. C, 16th Va. Inf.
Cooke, W. G.—Private in Local Forces 4th Battalion.
Collonna, John W.—Private in Armistead's Battery—Art.
Crocker, James F.—Adjutant in 9th Va. Inf.
Charlton, L. W.—Corporal in Co. E, 61st Va. Inf.
Capps, F. M.—Private in Co. I, 13th Va. Cav.
Cutherell, Arthur—Private in Co. B, 3rd Va. Inf.
Colbourn, A. A.—Private in Co. F, 46th Va. Inf.
Culpepper, A. T.—1st lieutenant of Commissary Dept.
Cherry, James—Private in Grimes' Battery—Art.
Cooke, John K.—Captain and major; agent C. S. Army.
Cutherell, W. H.—Private in Grimes' Battery—Art.
Curlin, M. W.—Major in Naval Forces.
Collins, W. B.—Quartermaster sergeant in Co. K, 9th Va. Inf.
Cooke, W. S.—2nd lieutenant in Co. H, 3d Va. Inf.
Cassell, V. O.—Captain of Co. D, 61st Va. Inf.
Cooke, A. M.—Private in Co. H, 61st Va. Inf.

D.

Dunn, J. Thomas—Private in Co. F, 41st Va. Inf.
Dunn, W. H.—Private in Grady's Battery—Art.
Denby, Joshua—Private in Co. D, 61st Va. Inf.
Dewberry, W. T.—Private in Co. E, 61st Va. Inf.
DeGarrybody, I.—Private in Co. F, 3rd Va. Inf.
Drewery, B. J.—Private in Co. F, 32nd Va. Inf.
Drewery, J. T.—Private in Southampton Lee Art.
Diggs, C. C.—Private in Co. A, 3rd Va. Inf.
Deans, Robert E.—Private in Co. H, 3rd Va. Inf.
Dashields, T. J.—Sergeant in Co. K, 9th Va. Inf.
Dunford, V. H.—Private in Co. I, 41st Va. Inf.
Darden, H. K.—Private in Co. A, 16th Va. Inf.
DeLausans, William—Private in 56th N. C. Inf.
Dwyer, Thomas K.—Engineer in C. S. Navy.
Dunn, J. R.—Private in Co. G, 9th Va. Inf.
Denby, James E.—Private in Co. D, 61st Va. Inf.
Dillon, James E.—Sergeant in Grimes' Battery—Art.
Deans, T. H.—Private in Co. H, 3rd Va. Inf.
Deans, John E.—Captain of Co. H, 3rd Va. Inf.
Dashields, J. J.—Private in Co. A, 16th Va. Inf.

E.

Edwards, Griffin E.—Adjutant in 61st Va. Inf.

Edwards, William T.—Private in Co. G, 9th Va. Inf.
 Edwards, O. H.—Corporal in Co. G, 9th Va. Inf.
 Edwards, L. B.—Private in Co. G, 3rd Va. Inf.
 Edmonds, W. C.—Private in Co. F, 41st Va. Inf.
 Emmerson, William—Private in Co. C, 16th Va. Inf.
 Eckert, C. H.—Private in Co. B, 1st Md. Cav.

F.

Foreman, W. N.—Private in Co. K, 9th Va. Inf.
 Foreman, John E.—Private in Co. E, 61st Va. Inf.
 Fendley, J. W.—Private in Co. G, 9th Va. Inf.
 Fiske, W. A.—Private in Co. B, 3rd Va. Inf.
 Fulford, J. C.—Lieutenant in Co. H, 3rd Va. Inf.
 Fauny, Robert—Private in Co. F, 3rd Va. Inf.
 Freeman, Thomas E.—Private in Co. C, 24th Va. Cav.
 Ford, William H.—Private in Upshaw's Cav.
 Flanagan, E. J.—Private in Co. D, 61st Va. Inf.
 Frazier, R. R.—Lieutenant in 32nd Va. Inf.

G.

Gaskins, J. R.—Private in Co. F, 3rd Va. Cav.
 Gleason, Thomas H.—Lieutenant in Co. H, 3rd Va. Inf.
 Godwin, L. C.—Private in Signal Corps.
 Godwin, C. W.—Private in Co. C, 16th Va. Inf.
 Goodwin, J. M.—Private in 13th Va. Cav.
 Gosney, B. F.—Private in Co. B, 5th Va. Cav.
 Griffin, K. R.—Lieutenant in Crutchfield's Brigade.
 Guy, H. C.—1st Lieutenant in 54th Regt. of militia; trans. to Naval Brigade.
 Gwynn, G. W.—Private in Co. I, 3rd Va. Inf.
 Gayle, N. G.—C. S. Navy.
 Gayle, L. C.—Sergeant in Co. G, 9th Va. Inf.
 Grice, A. P.—Lieutenant in Quartermaster's Dept.
 Gay, H. B.—Private in Co. H, 3rd Va. Inf.
 Guthrie, B. W.—Master in C. S. Navy.
 Gaskins, J. H.—Private in Grimes' Battery—Art.

H.

Halstead, J. E.—Private in Co. A, 61st Va. Inf.
 Herbert, J. L.—Private in Co. C, 16th Va. Inf.
 Hodges, Josiah—Private in Co. F, 41st Va. Inf.
 Harvey, A. W.—Private in Co. G, 9th Va. Inf.
 Herring, R. H.—Private in Co. I, 9th Va. Inf.
 Harris, R. L.—Private in Co. A, 16th Va. Inf.
 Humphries, Young—Private in Co. D, 61st Va. Inf.
 Hoofnagle, R. H.—Private in C. S. Navy.
 Hester, Thomas—Musician in Co. A, 8th N. C. Regt.; trans. to C. S. Navy.
 Humphlet, J. T.—Sergeant in Co. I, 9th Va. Inf.
 Hanrahan, Geo. T.—Private in Co. H, 3rd Va. Inf.
 Hope, W. M.—Constructor in C. S. Navy.
 Hope, A. M.—Private in Co. H, 5th Va. Cav.
 Holloway, Joseph—Private in Co. I, 61st Va. Inf.
 Hodges, Thomas M.—Captain of Co. A, 3rd Va. Inf.
 Hume, J. H.—Private in Signal Corps, Wood's Battalion.
 Hudgins, H. C.—Lieutenant in Co. K, 9th Va. Inf.
 Hudgins, G. W.—Private in Webb's Battalion.
 Hall, C. J.—Private in Co. D, 9th Va. Inf.; trans. to C. S. Navy.

I.

Ironmonger, A. C.—Private in Grimes' Battery—Art.
 Ironmonger, C. E.—Private in Grimes' Battery—Art.
 Ives, F. M.—Private in Grimes' Battery—Art.
 Ivy, I. O.—Private in Co. C, 13th Va. Cav.

J.

James, R. B.—Sergeant in Co. K, 9th Va. Inf.
 Jenkins, J. S.—Adjutant in Co. C, 14th Va. Inf.
 Jenkins, Miles—Private in Co. H, 3rd Va. Inf.
 Jett, F. W.—Captain. Promoted major of Engineer Corps.
 Johnson, Theo.—Private in Co. G, 9th Va. Inf.

K.

King, G. W.—Private in Co. I, 61st Va. Inf.
 Knott, Elvington—Private in Co. C, 13th Va. Cav.
 Kreiger, George A.—Sergeant in Co. M, 1st Va. Local Forces.

L.

Linn, C. B.—Private in Grimes' Battery—Art.
 Lewis, W. A.—Private in Grimes' Battery—Art.
 Leavitt, J. M.—Private in Co. C, 12th Va. Inf.
 Laycock, E.—Private in Co. F, 3rd Va. Inf.
 Lewis, M. K.—Sergeant in Co. I, 9th Va. Inf.
 Loomis, James M.—Private in Co. H, 3rd Va. Inf.
 Langhorne, James K.—Private in Co. C, 16th Va. Inf.; assistant engineer, C. S. Navy.
 Langhorne, W. S.—Private in 1st Signal Corps.
 Lash, G. W.—Private in Grimes' Battery—Art.
 Lawrence, J. R.—Sergeant in Co. D, 67th N. C. Inf.
 Lewis, John F.—Lieutenant in Co. G, 9th Va. Inf.
 Lilliston, R. W.—Drum major in 6th Va. Inf.
 Lovitt, John A.—Gunner in C. S. Navy.
 Lash, John W.—Private in Co. C, 16th Va. Inf.
 Lohman, W. G.—Private in Co. H, 41st Va. Inf.
 Lynch, W. B.—Grimes' Battery—Art.

M.

Marshall, R. C.—Lieutenant in Co. H, 6th Va. Cav.
 Mathews, Alonzo—Private in Grimes' Battery—Art.
 Marsh, A. D.—Private in Co. D, 61st Va. Inf.
 Mahoney, E. N.—Private in 3rd Co. Richmond Howitzers—Art.
 Mears, E. J.—Corporal in Co. I, 61st Va. Inf.
 Meads, J. W.—Private in 4th Navy Regt.
 Minter, A. M.—Private in Grimes' Battery—Art.
 Miller, J. C.—Private in Co. I, 61st Va. Inf.
 Moore, George T.—C. S. Navy.
 Monserrate, M. D.—Color bearer in Co. H, 3d Va. Inf.
 Maupin, George W. O.—Private in Co. H, 15th Va. Cav.
 McDonell, George W. R.—Sergeant in Grimes' Battery—Art.
 McHoney, W. H.—Private in Co. H, 3rd Va. Inf.
 Morrisett, William—Private in Co. B, 3rd Va. Inf.
 Murphy, Enos—Private in Portsmouth Rifles.
 Moore, W. A.—Private in Grimes' Battery—Art.
 Martin, J. E.—Private in 15th N. C. Inf.

Morris, J. T.—Private in Co. B, 6th Va. Inf.
 Murdaugh, C. W.—Captain of Co. I, 61st Va. Inf.
 Murden, David T.—Private in Co. F, 15th Va. Cav.
 MacMahon, Hugh—Sergeant in 3d Md. Battery.
 McAlpine, Dr. Charles R.—Captain of Co. I, 61st Va. Inf. Promoted to major.
 McKoy, R. K.—Sergeant in Co. D, 9th Va. Inf.
 McDonnell, A. F.—Private in Lynchburg Battery—Art.

N.

Niemeyer, W. F.—Lieutenant-colonel of 61st Va. Inf.
 Neville, H. W.—Private in Local Forces.
 Neville, W. S.—Private in Co. G, 9th Va. Inf.
 Niemeyer, H. V.—Private in Signal Corps.
 Nicholson, F. J.—Private in Grimes' Battery—Art.

O.

Owens, B. H.—Private in Signal Corps.
 Owens, Joseph T.—Captain of Co. D, 26th Va. Inf.
 Owens, Charles—Private in Co. K, 9th Va. Inf.
 Oakham, T. J.—Private in Co. K, 9th Va. Inf.
 Oliver, George E.—Private in 16th Va. Inf.

P.

Powers, John—Captain of Co. D, 61st Va. Inf.
 Peters, Osmond—Captain in C. S. Navy.
 Powell, M. W.—Private in Co. F, 9th Va. Inf.
 Peters, James H.—Private in Co. C, 16th Va. Inf.
 Parrish, J. J.—Private in N. C. Inf.
 Powell, Rev. J. D.—2nd lieutenant in Dance's Battery—Art.
 Parker, A. K.—Private in Grimes' Battery—Art.
 Parrish, Dr. James—Surgeon in 3rd Va. Cav.
 Peed, S. S.—Private in Co. G, 9th Va. Cav.
 Parker, R. H.—Surgeon in 2nd N. C. Battalion.
 Pate, William J.—Private in Co. D, 61st Va. Inf.
 Peters, Osmond J.—Private in Signal Corps.
 Peed, C. C.—Private in Co. G, Naval Brigade.
 Peters, William H.—Agent in C. S. Navy.
 Perry, E. A.—Private in Co. D, 61st Va. Inf.
 Phillips, C. T.—Adjutant in Co. G, 9th Va. Inf.
 Phillips, H. O.—Private in Co. G, 9th Va. Inf.
 Porter, John W. H.—Lieutenant in 1st Va. Reserves.
 Potter, James—C. S. Navy.
 Procter, J. C.—Private in Co. C, 16th Va. Inf.
 Purcell, Thomas—Private in Co. F, 9th Va. Inf.
 Pruden, E. J.—Private in Co. F, 9th Va. Inf.
 Pollard, T. L.—Private in Co. A, 10th Va. Art.
 Piffins, Isaac—Private in 31st N. C. Inf.

R.

Ritter, James A.—Private in Co. F, 41st Va. Inf.
 Russ, S. P.—Private in Grimes' Battery—Art.
 Riddick, J. B.—Captain of Co. I, 41st Va. Inf.
 Rives, G. E.—Private in Co. H, 13th Va. Cav.
 Robinson, J. H.—Lieutenant in Co. K, 9th Va. Inf.
 Ray, Thomas W.—Private in Petersburg Battery—Art.
 Russ, Francis—Lieutenant in Grimes' Battery—Art.
 Reynolds, H. C.—Private in Co. D, 61st Va. Inf.
 Richardson, James H.—Private in Co. C, 16th Va. Inf.

Richardson, W. J.—Lieutenant-colonel of 9th Va. Inf.
 Richardson, N. F.—Private in 2nd Signal Corps.
 Ridley, R.—Private in 13th Va. Cav.
 Ross, Joseph—Private in Co. F, 4th Ga. Inf.
 Round, C. A.—Private in Co. H, 3rd Va. Inf.
 Rowan, W. H.—Private in Co. H, 3rd Va. Inf.
 Rustic, J. T.—Assistant constructor in C. S. Navy.

S.

Sykes, W. S.—Captain of Co. F, 41st Va. Inf.
 Saundys, John S.—Private in Co. A, 15th Va. Cav.
 Syers, Charles—Sergeant in Co. D, 61st Va. Inf.
 Smith, O. V.—Private in 3rd Co. Richmond Howitzers—Art.
 Stewart, John F.—Adjutant in 3rd Va. Inf.
 Scott, Thomas—Private in Signal Corps.
 Smith, Joseph J.—Musician in Co. I, 61st Va. Inf.
 Smith, James K.—C. S. Navy.
 Sheppard, W. E.—Private in Co. D, 9th Va. Inf.
 Sherwood, William—Captain and commissary of Mahone's Brigade.
 Slater, L. P.—32nd Va. Inf.
 Smith, John—Private in Co. K, 9th Va. Inf.
 Smith, Williamson—Private in Co. A, 16th Va. Inf.
 Smith, John E.—C. S. Navy.
 Smith, W. J.—Private in 6th Va. Inf.
 Small, C. C.—Private in 17th N. C. Inf.
 Stewart, James T.—Private in Co. G, 9th Va. Inf.
 Stewart, William H.—Lieutenant-colonel of 61st Va. Inf.
 Spivey, A. A.—Private in Co. D, 54th N. C. Inf.
 Shannon, Thomas—Lieutenant in Co. F, 8th N. C. Regt.

T.

Taylor, Williamson B.—Private in Co. I, 9th Va. Inf.
 Tee, John C.—Private in Co. H, 3rd Va. Inf.
 Thompson, John H.—Captain of Grimes' Battery—Art.
 Toomer, James H.—Captain of Engineer's Corps.
 Tynan, F. T.—Orderly sergeant in Co. H, 3rd Va. Inf.
 Tyler, H. C.—Private in Co. B, 16th Va. Inf.
 Tabb, H. A.—Private in Co. H, 3rd Va. Inf.
 Tyson, Luther—Private in Co. G, 9th Va. Inf.
 Thomas, L. W.—Lieutenant in Co. D, 26th Va. Inf.
 Tabb, William H.—C. S. Navy.

V.

Vanderson, John T.—Captain of Co. D, 15th Va. Cav.
 Vermillion, Denis—Captain of Co. K, 9th Va. Inf.
 Vermillion, A. P.—Private in Co. K, 9th Va. Inf.
 Vermillion, Richard—Lieutenant in Co. G, 9th Va. Inf.
 Veale, A. E.—Private in Co. H, 59th Va. Inf.
 Virnelson, Thomas H.—Sergeant in Grimes' Battery—Art.
 Veale, James—Private in Co. H, 3rd Va. Inf.
 Vernullion, G. S.—Private in Signal Corps.

W.

Walcott, S. F.—C. S. Navy.
 Ward, Aaron—Private in Co. F, 11th N. C. Inf.
 Warren, J. J.—Private in Grimes' Battery—Art.
 Watts, George W. H.—Private in Co. G, 9th Va. Inf.

Watts, L. R.—Private in Signal Corps.
 Walker, C. W.—Courier for General Blanchard and in Navy Reserves.
 Wiesdorf, Ed.—Musician in 6th Va. Inf.
 Weaver, Joseph F.—C. S. Navy.
 Welton, James L.—Private in Co. I, 12th Va. Inf.
 Williamson, C. H.—Private in Norfolk Light Art. Bn.
 Williamson, Dr. C. H.—Surgeon in C. S. Navy.
 Williams, Hillary G.—Sergeant in Co. D, 61st Va. Inf.
 Williams, Luther—C. S. Navy.
 Williams, Herbert J.—Private in Co. G, 9th Va. Inf.
 Williams, D. E.—Private in Co. K, 9th Va. Inf.
 Williams, E. A.—Sergeant in Co. C, 47th N. C. Inf.
 Williams, Edward—C. S. Navy.
 Wilkerson, G. P.—Private in Co. G, 9th Va. Inf.
 Whitehurst, N. E.—Private in Co. C, 16th Va. Inf.
 Wood, John W.—Orderly Sergeant in Co. G, 9th Va. Inf.
 Womble, George B.—Private in 19th Va. Heavy Art.
 Wilkins, Henry—Private in Co. I, 9th Va. Inf.
 Wilson, John—Private in Grimes' Battery—Art.
 Whitehurst, D. W.—Private in Co. F, 41st Va. Inf.
 Watson, J.—Naval Battalion.
 Wrench, John—Private in Grimes' Battery—Art.
 White, L. H.—Lieutenant in Co. A, 3rd Va. Inf.
 White, R. W. B.—Private in Co. D, 9th Va. Inf.
 Walton, D. S.—Lieutenant-colonel in Engineer Corps.
 Wood, W. J.—Private in 4th Va. Battalion.
 Watson, Joseph W.—Private in Co. D, 9th Va. Inf.
 Webb, Richard—Private in Co. B, 13th Va. Cav.
 Williams, J. Q. A.—C. S. Navy.
 Williamson, Lewis W.—Private in Co. K, 9th Va. Inf.
 Wellener, Joseph W.—Private in Co. C, 16th Va. Inf.
 Williams, David—C. S. Navy.

Y.

Yost, John W.—Private in Co. H, 3rd Va. Inf.
 Young, John W.—Private in Signal Corps.
 Young, C. W.—Private in Co. G, 9th Va. Inf.
 Young, Joseph L.—Private in Printer's Guards.

Z.

Zink, S. B.—Artillery.

Niemeyer-Shaw Camp, Berkley.

The Niemeyer-Shaw Camp, Confederate Veterans, was organized in Pine Street Hall, in Berkley, on May 2, 1892. There were present 27 veterans. Peleg Pritchard presided and E. E. Hathaway was chosen secretary. The purposes of the organization are the same as those of Pickett-Buchanan Camp. It was named for Lieut.-Col. William F. Niemeyer, who fell at Spottsylvania, and Col. Henry M. Shaw, who was killed in the battle of Roanoke

Island. The commanders of the camp since it was instituted have been Capt. John S. Whitworth, Dr. George W. Wallace, John A. Morgan, L. M. Wingfield and D. L. Cox.

ROLL OF COMRADES.

B.

Brent, John T.—Private in Co. D, 9th Va. Inf.
 Borum, S. T.
 Berry, John D.
 Bland, Saniuel—5th Co. Washington Light Art.
 Bass, Robert J.

C.

Cox, E. L.—Lieutenant in Co. C, 68th N. C. Inf.
 Childrey, J. E.
 Casey, James A.—Co. I, 61st Va. Inf.

D.

Davis, W. H.

E.

Eason, I. N.
 Ellington, William.
 Ellington, P. A.
 Eley, J. M.

F.

Frost, P.

G.

Gresham, T. B.—15th Va. Cav.
 Graves, D. A.—C. S. Navy.
 Gibson, P. H.—38th Va. Inf.

H.

Hanbury, H. B.—Co. E, 61st Va. Inf.
 Hayes, Joseph—Co. B, 5th N. C. Inf.
 Hathaway, E. E.—38th Va. Inf.
 Hozier, J. E.—Co. F, 61st Va. Inf.
 Huffy, James.
 Halstead, Dr. Geo. N.—Assistant Surgeon in C. S. Navy.
 Harrell, J. R.
 Hoge, A. J.—C. S. Navy.
 Howard, J.
 Hickman, James—Co. H, 3rd Va. Inf.
 Harris, J. L.—Co. G, 13th Va. Cav.

I.

Ives, Felix—Co. E, 61st Va. Inf.

K.

Krause, C. A.
 Kirby, W. H.—Co. E, 41st Va. Inf.

L.

Lawrence, H. M.

Luke, G. G.
Lacy, George.
Lowe, T. J.
Lawrence, J. L.—Co. G, 17th N. C. Inf.
Lane, W. P.—Co. F, 5th N. C. Inf.

M.

Miller, W. H.
Merwin, Wm.
Morgan, John A.—Co. A, 1st N. C. Inf.
Martin, George A.—Colonel in 38th Va. Inf.

O.

Old, George M.—Co. I, 15th Va. Cav.

P.

Pritchard, Peleg—Corporal in Co. A, 61st Va. Inf.
Payne, M.
Parrott, Robert.
Petty, W. W.
Poindexter, E. H.—Captain in C. S. Navy.
Parker, George—Co. I, 61st Va. Inf.
Pain, C.—C. S. Navy.
Parrot, Albert—Co. F, 5th Va. Cav.
Perkins, W. L. M.—Co. F, 43d N. C. Inf.
Parkerson, S.

R.

Randolph, Robert.
Rudd, Edward—C. S. Navy.

S.

Slaymaker, Rev. W. A.
Sexton, William.
Sawyer, Isaac L.—15th Va. Cav.
Spence, W. S.
Sawyer, D. A.—Co. A, 8th N. C. Inf.
Sykes, Thomas H.—Sergeant in Co. A, 61st Va. Inf.
Stafford, Richard—Co. I, 61st Va. Inf.
Stoakes, James.
Sykes, N. M.—Co. F, 41st Va. Inf.

W.

Whitworth, John S.—Co. I, 6th Va. Inf.
Whitehurst, James H.—Co. I, 38th Va. Inf.
Wingfield, L. M.—Stuart's Horse—Art.
Wood, J. F.
White, M. V.
Warren, John.
Wallace, George W.—Private Signal Corps.

UNITED DAUGHTERS OF CONFEDERACY.

Motto:—"Lord God of hosts, be with us yet,
Lest we forget, lest we forget."

The objects of this association are educational, memorial, literary, social and benevo-

lent; to collect and preserve the material for a truthful history of the war between the Confederate States and the United States of America; to honor the memory of those who served and those who fell in the service of the Confederate States; to record the part taken by Southern women, as well, in untiring effort after the war in the reconstruction of the South, as in patient endurance of hardship and patriotic devotion during the struggle; to cherish ties of friendship among the members of the society; and to fulfill the duties of sacred charity to the survivors of the war and those dependent upon them.

Pickett-Buchanan Chapter, No. 21, of Norfolk.

OFFICERS IN 1897.

Mrs. James Y. Leigh, president.
Mrs. Frances W. Smith, 1st vice-president.
Mrs. R. Page Waller, 2nd vice-president.
Mrs. Walter P. Burrow, recording secretary.
Miss Emily Doyle, corresponding secretary.
Mrs. Thomas W. Henderson, treasurer.
Mrs. Charles G. Elliott, parliamentarian.

OFFICERS IN 1900.

Mrs. Charles G. Elliott, president.
Mrs. Washington Taylor, 1st vice-president.
Mrs. Walter H. Doyle, 2nd vice-president.
Mrs. Walter P. Burrow, recording secretary.
Miss Emily Doyle, corresponding secretary.
Mrs. Thomas W. Henderson, treasurer.

Portsmouth Chapter, No. 30, Portsmouth.

(Organized in 1896.)

FIRST OFFICERS.

Mrs. Sallie Magruder Stewart, president.
Mrs. Martha A. Ashton, vice-president.
Miss Virginia Griffin, recording secretary.
Mrs. Alice H. Jenkins, corresponding secretary.
Mrs. Rebecca Marshall Nash, treasurer.
Miss Lizzie Ball Porter, historian.

OFFICERS IN 1900.

Mrs. Eugenia Schroeder Crump, president.
Mrs. Charles T. Parrish, vice-president.
Miss Virginia Griffin, recording secretary.
Miss Loretto M. Toomer, corresponding secretary.
Mrs. William H. Stewart, treasurer.
Miss Mamie Schroeder, registrar.
Mrs. John W. H. Porter, historian.

CHAPTER IX

MILITARY HISTORY OF THE COUNTY—Continued

SPANISH-AMERICAN WAR—ROSTER OF JACKSON LIGHT INFANTRY, LEE RIFLES, NORFOLK CITY GUARD, OLD DOMINION GUARD, PORTSMOUTH RIFLE COMPANY—CITIZEN SAILORS ON THE "MAINE."

The war between the United States and Spain was demanded by public opinion, which had for many years sympathized with the hopeless struggle of the Cuban patriots for release from the thralldom of Spain. The destruction of the "Maine" exhausted the patience of the people and popular impulse forced the issue. Congress passed the bill formally declaring war on the 25th of April, 1898, and dating it from April 21st. The President had issued his proclamation calling for 125,000 men distributed pro rata among the States on the 23rd of April, two days previous to the declaration of war, and the soldiers of our twin cities responded with that fervor of patriotism which has from the earliest settlement of Norfolk County responded to the calls of justice. The terms of the treaty of peace with Spain were verbally agreed upon November 28, 1898. The following are rosters of officers and men from Norfolk and Portsmouth, who were mustered into the service of the United States pursuant to the proclamation of the President.

FOURTH REGIMENT VIRGINIA INFANTRY, U. S. V.

(Recruited at Norfolk.)

FIELD OFFICER.

Col. George W. Taylor.

STAFF OFFICERS.

Dr. C. R. Vance, surgeon, major, Norfolk.
Dr. George M. Peed, assistant surgeon, captain, Portsmouth.
Dr. W. L. Old, assistant surgeon, captain, Norfolk.
Capt. Alexander Higgins, quartermaster, Norfolk.
Capt. P. E. Yateman, adjutant, Norfolk.

JACKSON LIGHT INFANTRY.

COMPANY E, FOURTH REGIMENT, VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 15, 1898, and was mustered out April 27, 1899.

Captain, Thomas J. Nottingham.
1st lieutenant, William H. Wassum.
2nd lieutenant, Edward W. Jones.
1st sergeant, William C. Shelley.
Quartermaster sergeant, Thomas Q. Lackland.
Sergeants, William V. King, Joshua L. Gilbert, Harry A. Mason, Arthur P. Burgess.
Corporals, John E. Griggs, Frank J. Lawless, John McCloud, Frank McLaughlin, Harry W. Waikart.
Musicians, Charles L. Henley, Walter H. Hamilton.
Artificer, Frank W. Woodhouse.
Wagoner, Samuel H. Forrest.

Privates.

Ernest L. Banks,	Henry W. Cooper,
Frank H. Bondurant,	Robert L. Doherty,
Armistead Bowland,	James H. Downing,
Albert F. Barrett,	Harry W. Ellingsworth,
Samuel S. Bonaway,	Harry L. Fentress,
Eugene J. Buym,	Joseph Fentress,
Harry B. Chilson,	William H. Forrest,
Douglas C. Cannon,	Herbert C. Griffin,
Philip A. Churchill,	Benjamin Hancock,

Walter F. Hendricks,
James C. Hitchings, Jr.,
Cary T. Hodges,
William H. Hodges,
Deliscus M. Hodges,
Joseph J. Hennelly,
Georos W. Hill,
Milo M. Holloman,
Richard H. Humphries,
Edward Jack,
Joseph E. Kevill,
Ruby L. Lash,
Henry H. Lash,
George D. Lawton,
Ernest L. Lightfoot,
Julius T. Lansberg,
Thomas E. Lewis,
Clarence P. Linn,
Harry Monday,
Dempsey Morrisett,
George F. McGuire,
John McRorie, Jr.,
Louis B. Montague, Jr.,
Edgar A. Moore, Jr.,
Harry L. Morris,

Edward F. McLaughlin,
Victor E. Nottingham,
Thomas M. O'Brien,
James W. Ruffin,
Harry W. Roberts,
Charles H. Rowland,
Luther J. Rowland,
Lemmer D. Rawls,
Andrew L. Stephens,
Edwin W. Slater,
Marvin M. Stokeley,
James D. Shadbolt,
Frank G. Skinner,
Alonzo Smith,
Harrold Soul,
William W. Toole,
Garret Waller,
James B. Warwick,
Walter Walker,
Miles W. White,
John G. Wilson,
James E. Waterfield,
Bert A. Williams,
John A. Wolf.

LEE RIFLES.

COMPANY A, FOURTH REGIMENT VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 14, 1898, and was mustered out April 27, 1899.

Captain, Henry H. Sheen.
1st lieutenant, William C. Hill.
2nd lieutenant, Vincent C. Burrow.
1st sergeant, William G. Sturdivant.
Quartermaster sergeant, Whitney S. LeCompte.
Sergeants, Frederick L. Curdts, William H. Harrison, Granville M. Tilghman, James T. Shackelford.
Corporals, John W. Creekmore, Samuel P. Butt, Collins Hill, Oscar V. Sessoms, Wade H. Hayes, Edward M. Curdts.
Musicians, Charles A. Bender, Andrew L. Jones, Luther W. Sykes.
Artificer, Charles T. Sykes.
Wagoner, William Woodward.

Privates.

Aubrey W. Allen,
William M. Baker,
Archie C. Bates,
Archie M. Beattie,
Leonard C. Billings,
William J. Bippus,
Richard D. Brinkley,
William S. Brinkley,
James H. Brown,
William E. Coleman,
John J. Cummings,
Frederick W. Dudenhoft,
Robert K. Eckles,

Benjamin E. Edwards,
Percy Etheridge,
William T. Fritzinger,
Clyde L. George,
John P. Graves,
Samuel H. Gresham,
William Gwin,
P. T. Henly,
George C. Harman,
Lafayette Haughton,
Robert H. Herndon,
William L. Heard,
John C. Hill.

Anthony L. C. Hill,
Rubie A. Hord,
William T. Howland,
Albert G. Huine,
C. T. Long,
Otto King,
Frank L. Koerner,
Arthur G. McCoy,
Frank M. Morgan,
Lawrence B. Myrick,
Thomas L. Nunnally,
Joseph F. Parks,
James E. Parsons,
William B. Parham,
Charles H. Pettus,
William D. Pritchard,
James K. Reid,
Hugh S. Reid,
Joseph M. Saunders,
Samuel T. Schaffer,
Frank G. Story, Jr.,
William A. Seddinger,
Joseph H. Sherrard,
Augustine L. Sherwood,
Charles E. Sheppard,
Patrick Smith,
William S. Smith,
Oscar G. Scott,
Washington M. Spence,
Joseph R. Starvo,
Edward N. Waddy,
Samuel Wasserman,
Harry V. Welsh,
Raymond H. Walker,
Allen O. White,
William T. White,
William J. Williams,
H. L. Wrenn,
William Woodward,
Karl R. Wood.

NORFOLK CITY GUARD.

COMPANY B, FOURTH REGIMENT VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 15, 1898, and was mustered out April 27, 1899.

Captain, Marshall Tarrall. (Promoted to major.)
1st lieutenant, Bernard W. Salamonsky. (Promoted to captain.)
2nd lieutenant, Clinton L. Wright. (Promoted to lieutenant.)
1st Sergeant, George T. Lator.
Quartermaster sergeant, Walter H. Church. (Promoted to 2nd lieutenant.)
Sergeants, Mills Powell, Sidney E. Smith, Enoch R. Gale, James M. McCoy.
Corporals, Andrew S. Morris, Louis D. Linn, Charles B. Berr, Andrew J. Kerns, Charles L. Davis, Benjamin F. Tally.
Musicians, William H. Curdts, Louis M. Lanier.
Artificer, Alvin C. Downing.
Wagoner, Eugene Wyorth.

Privates.

Nichols Albone,
Walter F. Allen,
Charles M. Barrett,
Edward G. Brock,
Charles Beck,
Edward H. Baieleo,
Richard G. Baylor,
Eugene Caffee,
Roswell F. Caffee,
Gilbert C. Cole,
George Christian,
Clifton H. Dodson,
Zella L. Daniels,
John P. Dougherty,
Charles H. Dixon,
John H. Eaton,

William A. Foster,
W. Q. Folks,
Charles B. Farley,
Joseph Ferris,
John W. Gaylord,
James W. Gorin,
Henry T. Gray,
John L. Gardiner,
Charles G. Greaves,
Henry Harwood,
Thomas S. Jackson,
Moses Jacobs,
John Jones,
Daniel A. Lassiter,
John E. Milow,
Frank A. Milton,

John E. Morris,
John A. Morrissey,
Major F. Moore,
Edward W. Moore,
Edgar N. Mallone,
Louis Myers,
James C. McGinnis,
William H. McClennan,
Henry W. McDermott,
William H. Nelson,
James A. Potts,
William Powell,
Jeremiah Perry,
Constantine Politicari,
Peter Rokos,
Richard E. Riddick,
Benjamin Rippi,

Edgar L. Sweezy,
Oscar L. Shipp,
William L. Thomas,
George B. Sheppard,
John J. Walsh,
Ben. T. White,
Caudius L. White,
Henry J. White,
Frank W. Walker,
William H. Williams,
Ernest F. Wilkins,
Harry E. Williams,
Isaac F. Wilkinson,
Hunter Wing,
Edward F. Wilson,
George H. Worrell.

OLD DOMINION GUARD,

COMPANY L, FOURTH REGIMENT VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 21, 1898, and was mustered out April 29, 1899.

Captain, George A. Brooks.
1st lieutenant, Albert G. Epes.
2nd lieutenant, William H. Dunn, (Resigned November 22, 1898.)
1st sergeant, George S. Hutchins. (Promoted to 2nd lieutenant.)
Quartermaster sergeant, Walter R. Bennett.
Sergeants, William W. Wright, Jr., Thomas E. Munds, Benjamin H. Lassiter, James C. Hutchins.
Corporals, Claude N. Markham, Kenneth J. Griffin, Lewis L. Bilisoly, William B. Burton, George M. Johnson, Nathaniel O. Williams.
Musicians, William H. Journee, Harry P. Lane.
Artificer, George R. Myers.
Wagoner, George E. Whitehurst.

Privates.

Thomas Allen,
Frederick V. Abbott,
Harry L. Belote,
Cornelius Borum,
William E. Calvert,
Patrick J. Campbell,
George W. Cherry,
Henry L. Culpepper,
Walter H. Cramer,
William H. Dorn,
Harry Fields,
Charles Grant,
William M. Gray,
John A. Green,
Harry Gregg,
Lewis J. Gorsuch,
Clarence Hingerty,
Lee B. Hodges,
Henry F. Housch,
John T. Hughes,
Eustace B. Hundley,

Isaac D. Jones,
Frank J. Keller,
Geo. E. Kramer,
Charles A. Lewis,
Charles H. Lassiter,
Charles Linn,
Louis N. LaTouche,
Hugh S. Martin,
Pete V. Majette,
George B. Madison,
Addis McCulley,
William T. McCloskey,
Harry C. Mattis,
George H. Morissette,
William J. Miskill,
William L. Marshall,
Joseph Nicholson,
Aaron Porter,
Milton H. Porter,
Charles H. Perry,
Walter Quillin,

William Ricketts,
John L. Reynolds,
Robert J. Russell,
William T. Roberts,
Phillip L. Seay,
Theodore Seed,
John E. Taylor,
John H. Toomer,
Robert L. Taylor,
Thomas E. Tucker,

Ambrose P. Tyler,
George P. Thompson,
Littleton B. Tucker,
Robert C. Vaughan,
Claude Vaughan,
George W. West,
William H. Williams,
Bayless Welsch,
Fernando J. White,
Wilbur Waldrop.

SECOND REGIMENT VIRGINIA INFANTRY, U. S. V.

PORTSMOUTH RIFLE COMPANY.

COMPANY L, SECOND REGIMENT VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 19, 1898, and mustered out December 19, 1898.

Captain, E. W. Owens.
1st lieutenant, John W. Leigh.
2nd lieutenant, William R. Parrish.
1st sergeant, James L. Busby.
2nd sergeant, William L. Dilsbury.
Sergeants, Charles E. Slote, Leroy F. Vaughn, William H. Brown, Richard A. Alexander.
Corporals, John A. Nobrega, Charles T. Rudd, Harry Davis, Jesse L. Duffee, Amos J. Weston, Henry A. J. Smits.
Drummer, George H. Lamar.
Bugler, John W. Hodges.
Artificer, Harry E. White.
Wagoner, Elijah Ricketts.

Privates.

Louis Parks,
John M. Barnett,
Charles E. Connell,
Patrick Cox,
George O. Diggs,
Walter M. Duffee,
Joseph M. Davis,
Prince A. Fox,
Nicholas Grootewall,
John W. Green,
James L. Gray,
John C. Gallagher,
Benjamin F. Godwin,
Albert Gay,
George A. Hawes,
Fred Hanson,
John J. Hunt,
William R. Hill,
Enoch J. Harlow,
William M. Harris,
John E. Jarvis,
Arthur Ketcham,
Lloyd A. Kay,
James Kilgrew,
George F. Keough,
Treville Latouche.

Joseph Lane,
Samuel A. Lecroy,
Ignacy A. Langewicz,
Peter Lynch,
James J. Murphy,
William H. Martin,
James W. Miller, Jr.,
William H. Miller,
Fek McDearmon,
Francis W. Nutter,
Clifford L. Parker,
Ernest Pendleton,
William B. Perry,
John W. Percival,
Richard T. Powers,
Carrington J. Rhodes,
William A. Rouse,
Henry O. Russ,
John Starke,
Thomas Saunders,
William H. Sebrell,
Robert Snodgrass,
Patrick J. Sheehy,
Louis Shacklock,
Joseph T. Sullivan,
George V. Smith.

Henry S. Tyler,
Henry J. Terrell,
Nathaniel Varney,
James Walsh,
Henry T. White,

Ernest C. Walters,
Emory B. Wood,
Charles H. Wingfield,
Earl H. Wright,
James H. Young.

NAVY.

Lieut. Kenneth McAlpine, U. S. S. "Texas."
Capt. Wendell Cushing Neville, U. S. Marine Corps.
Evan T. Hunley, Boilermaker, U. S. Navy, and many
others whose names could not be obtained.

The following citizen sailors were on the
"Maine" when she was blown up in Havana
Harbor:

Charles Anderson, Norfolk.
Robert Hutchings, Norfolk.
Charles Rushworth, Norfolk.
Patrick O'Neil, Norfolk.
James O'Rourke, Norfolk.
James W. Allen, Portsmouth.
Thomas Kane, Portsmouth.
James T. Gordon, Portsmouth.
Robert White, Portsmouth.
Charles O. White, Portsmouth.
Michael Flaherty, Portsmouth.

The hospital ship "Solace" came in the har-
bor on July 16, 1898, and delivered at the U.
S. Naval Hospital, 59 wounded Americans
and 47 Spaniards.

CHAPTER X

THE AGRICULTURAL RESOURCES

GROWTH AND IMPORTANCE OF THE TRUCKING INDUSTRY—THE "FATHER OF TRUCKERS"—
THE CHIEF CROPS GROWN PROFITABLY HERE—TOBACCO THE DETHRONED KING—
EARLY REGULATIONS ON THE GROWTH OF TOBACCO.

"He that tilleth his land shall have plenty of bread" and Emerson says: "The first farmer was the first man, and all historic nobility rests on possession and use of land." Why is not the intelligent use of the hoe and plow as honorable as the plane of the carpenter, the file of the machinist, the hammer of the blacksmith, the pen of the lawyer, the sword of the soldier? Agriculture is the basis of the Republic's wealth. It is the unfailing source of prosperity for the people. The skilful cultivation of lands not only brings material prosperity, but makes attractive scenery which cheers the soul of man—the vines and olives of the hillsides of the Holy Land, the pastures and flocks of its valleys, the wheat and barley of its river banks were the resources which made Jerusalem beautiful. Rural training, practical gardening and farming should be taught in the schools to impress the utility and glory of agriculture upon the young. The agricultural resources of Norfolk County have already been great; but will be far greater, when the vast areas of untilled ground are made to yield to the plow and hoe, producing their full capacity. Away from the salt water in the southern portion of the county, corn, cotton, Irish potatoes and grass are the principal crops—but the great agricultural business of the county is horticulture or "trucking." The late Richard Cox was the first successful trucker of the county and was called the "Father of Truckers." He came to this county in 1844 from New Jersey and located on the Armistead farm near the mouth of the Western Branch, which farm he cultivated on shares, realizing in the first year \$1,000 for the owner, who had offered to rent it to him for \$200. Hugh Bates was the first trucker who settled in Norfolk county and W. I. Bishop was the second,—both from New Jersey. They preceded Mr. Cox two or three years but neither made a success of the business. So by right of prosperous achievements Richard Cox was the "Father of Truckers," having successfully introduced the agricultural pursuit which is the chief basis of the wealth of Norfolk County. He cultivated the Armistead farm until 1856 when he purchased a farm at the mouth of the Western Branch. Here he fully realized that "He that tilleth his land shall have plenty of bread." The first hot-bed ever made in this section was his work and is still on the old homestead adjoining Port Norfolk. The Census Bureau in 1891 issued a bulletin on truck farming that is of much interest to truckers and shows its growth since the introduction 56 years ago. The

twelfth census gives the value of the farm products in the entire 12 census districts of the State at \$76,507,155, after paying freights and commissions.

The same authority gives the trucking area of the Norfolk section as 45,375 acres, and a product value of \$7,692,839. This is over 10 per cent. of the entire product.

Norfolk County's climatic and topographic conditions are such as to indicate its natural adaptability for the profitable raising of garden truck. It is located on the Atlantic Coast in Latitude 36 degrees 51 minutes North, and enjoys the benefit of the tempering influence of the Gulf Stream. Its soil is a rich sandy loam, quickly responsive to fertilization and cultivation and gives abundant yields.

A. Jeffers, proprietor of the *Cornucopia*, or *Southern Horn of Plenty*, who keeps thoroughly in touch with the agricultural development of this section, gives as his opinion that the increase of acreage and product since the 1890 census is fully 50 per cent: "The aggregate sales of market garden vegetables,—from the area embraced in a circle drawn 20 miles around this seaport,—have reached a point exceeding \$5,000,000 in a single year. No other agricultural area in the United States, or in the world, can make such a good showing, and equal the output of this portion of Eastern Virginia near the sea,—this portion of the middle Atlantic Seaboard."

At least 30 different crops are grown here extensively and profitably, such as asparagus, apples, berries, beans, beets, snap-beans, cabbages, cucumbers, canteloupes, celery, kale, radishes, onions, potatoes (both Irish and sweet), peas, lettuce, spinach, squash, turnips, tomatoes and watermelons and a large number of other market garden vegetables, also hay, oats, corn and other regular farm crops. The larger and more important crops are: Berries (about 10,000,000 quarts per annum), beans (200,000 half-barrel baskets), cabbages (225,000 barrels), cucumbers (100,000 barrels and boxes), kale (100,000 barrels), lettuce (10,000 baskets), sweet potatoes (60,000 barrels),

Irish potatoes (450,000 barrels), peas (100,000 baskets), radishes (50,000 barrels and baskets), spinach (120,000 barrels), tomatoes (70,000 boxes), and watermelons (600,000).

Some of the early shipments of the pioneer truckers brought fabulous prices. Mr. Cox received \$15 a barrel for green peas, \$10 a barrel for tomatoes, and sold cucumbers for \$45 and \$50 a barrel. Mr. Bishop received \$90 for the first crate of berries shipped to New York.

TOBACCO, THE DETHRONED KING.

Tobacco was king in the colonial days of Virginia and the staple crop of all the plantations. The laws not only regulated the inspection and sale but also the planting and curing. It was the principal currency for nearly 150 years. Salaries, taxes and all manner of obligations were payable in tobacco. The yearly salary of the King's attorney was 1,000 pounds of tobacco and the sheriff 1,200 pounds. In order to prevent an inflation of the currency or excessive production the planting was limited to from 1,500 to 2,000 plants per poll. Inspectors were required to view the plantations and make oath before the 10th day of July that they had counted the plants; they were required to report to court the result of their inspection. If a planter exceeded the number of plants allowed by law he was required to cut down his whole crop or be imprisoned. Warehouses for better upholding the prices of tobacco were established by law in 1632, to which all producers were obliged to bring all of their tobacco before the last day of December, except enough for home consumption, to be repacked and inspected by sworn officers. No tobacco could be paid or received in payment until inspected. All bad tobacco was burned and the planters prohibited from planting any more tobacco. The law prohibited the planting or replanting of tobacco after the 10th of July. In 1639 tobacco, by reason of the excessive quantities produced, being so low in price that the plant-

ers could not subsist by it or be enabled to raise more staple commodities or pay their debts, a law was enacted that the tobacco of that year be viewed by sworn viewers and the rotten, the unmerchantable and half of the good be burned, so the whole quantity made in the Colony would not exceed 1,500,000 pounds without stripping and smoothing. The next year 170 pounds of tobacco stripped and smoothed was allowed to be made per poll, which would make, in the whole, 1,300,000 pounds; and all creditors were required to take 40 pounds for 100 pounds. The casks could only be purchased from coopers and the middle men were not permitted to speculate on cooper wares. A hogshead was required to be 43 inches long and the head 26 inches in diameter, with proportionate bulge. The penalty for manufacturing one of oversize was 3,000 pounds of tobacco, and a cask made of timber not well seasoned was required to be burned. A cask held 350 pounds and any cooper who worked timber not fallen and hewed three months forfeited 500 pounds of tobacco. In 1705 the law was that "Whosoever shall hereafter pack, or cause the same to be packed, any hogshead of tobacco, they pack or cause the same to be packed fairly, without deceit and equally good throughout as it appears at the head." * * * "And if any person or persons whatsoever shall pay away or put to sale any hogshead of tobacco which he hath deceitfully, or hath caused, or suffered to be deceitfully packed, by putting thereunto any stones or intermingling any dirt, sand, tobacco stalks, stems, seconds, ground leaves or other trash whatsoever, shall forfeit for every hogshead so deceitfully packed 1,000 pounds of tobacco."

Act of Assembly, 1639:

It is thought fit and established that in and for the several circuits and precincts hereunder mentioned there be yearly chosen and appointed men of experience and in dignity for the careful viewing of each man's crop of tobacco, the viewers of this year being nominated and appointed by the Assembly are as followeth (viz): The viewers for the present year are hereunder named

(viz.) commissioners being joined to see the said execution.

* * * * *

LOWER NORFOLK COUNTY.

From Captain Willoughby's to Daniel Tanner's Creek: Captain Thos. Willoughby, William Shipp, Robert Jones.

For the Western Branch to Elizabeth River: Lieut. Francis Mason, Henry Camelyn, Thomas Wright. From Daniel Tanner's Creek, the Eastern Branch on both sides, Mr. William Julian, John Gates, George Fandon.

For the Southern Branch on both sides: Captain John Sibsey, Thomas Means, Robert Martin. For the Little Creek and Eastern shore: Henry Sewell, Robert Hayes, Christo. Burrows.

For the south side of the river, Mr. Edward Windham, John Stratton, Thos. Keeling.

* * * * *

The overproduction being so great as to glut all the markets, the legislature suspended tobacco planting from February 1, 1666, to February 1, 1667.

All tobacco for export was required to be shipped from a port designated by law and Norfolk was one of the places first designated. There were tobacco warehouses at Norfolk, Portsmouth and Great Bridge. Although there were thousands of acres planted in tobacco in the first century of the existence of Norfolk County, now at the end of the nineteenth century there is not an acre cultivated in the whole county. There are, however, in the cities of the county many flourishing manufactories, where tobacco leaves are rolled into delightful cigars. On November 18, 1785, two lots, Nos. 181 and 183, belonging to Thomas Veale, were selected as a suitable place for a tobacco warehouse in Portsmouth and the commissioners valued them at 120 pounds current money. On the 19th day of November, 1761, Malachi Murden, Gent., produced his commission from Hon. Francis Fauquier, Esq., under the seal of the Colony, dated the 12th day of November, as assistant inspector of tobacco at the public warehouse established in Princess Anne and Norfolk counties, took the oath and gave the bond for the office. On December 3, 1742, the court allowed Capt.

Willis Wilson and his son Lemuel Wilson 10,000 pounds of tobacco for building a warehouse at Great Bridge. On the 17th of March, 1786, it was ordered by the court that Thomas Brown, William King and John Cowper meet and let out to the lowest bidder the building of a warehouse for the reception of tobacco in Portsmouth,—60 by 40 feet, with a shed on each side 10 feet wide, one funnel of brick and a wharf agreeable to law,—and make report to the court. On April 2, 1787, Henry Brown, contractor, finished the warehouse for 419 pounds current money.

There was a large tobacco warehouse at Town Point in Norfolk Borough. On the 17th day of January, 1771, the court ordered that George Veale, Thomas Veale, John Portlock and Malachi Wilson view the warehouse built on Town Point and report their opinion, and on the 18th day of January the commissioners appointed to view the warehouse built on the Town Point land reported that they had viewed the same and were of the opinion that

the said house is very convenient and sufficient for a warehouse for the inspection of tobacco agreeable to Act of General Assembly and the court agreed to pay 127 pounds current money for the same at the laying of the next levy, with interest from the time when the key is delivered until payment, which the proprietor of the Town Point Company agreed to accept.

On August 18, 1757, the court recommended (to the Governor and Council) Benjamin Dingly Gray and Jesse Sykes to be inspectors of tobacco and the recommendations were equivalent to appointment. On August 17, 1767, Peter Butt and Jeremiah Murden, Sr., were recommended. On the 20th day of August, 1789, the court recommended John Morris and John Branan to be first inspectors of tobacco and James Gaskins and Benjamin Crow additional inspectors at the warehouse in Portsmouth. On December 18, 1843, the court recommended Walter DeLacy and Robert Stanwood to be inspectors of tobacco for Portsmouth.

CHAPTER XI

THE DISMAL SWAMP

THE WONDERFUL SWAMP REGION OF NORFOLK COUNTY—O'REILLY'S DESCRIPTION OF THE DISMAL SWAMP—JUNIPER WATER—GEOLOGY—TOPOGRAPHY—VEGETATION—ANIMAL LIFE—METHODS OF DRAINING.

The Dismal Swamp is a noted section of Virginia and North Carolina and has a large area in Norfolk County. Its limits are not well defined, but it embraces thousands of acres of wild land that have produced untold quantities of valuable timber. Even away back in early colonial days the lumberman's axe resounded in its great forests, and when the Indians hunted in its depths it was one vast green of flourishing juniper trees, except where the towering cypress and pines overtopped the ash, maple and gum trees that flourished on some of its lands of different soil. Around the lake of the Dismal Swamp and on the tongue-like peninsulas which lick in from the borders, these latter are indigenous; but the largest area was covered by the evergreen of the white cedars, that have left the tangled beds of everlasting roots, overgrown by shrubs and vines not higher than a man's head, making expanses which are termed "lights," because you can stand on a stump and overlook them as far as the eye can reach. There are still some oases in these "lights," that grow clumps of green trees which reproduce very rapidly after the timber has been cut, and for these the "lights" are still valued at \$1.00 per acre, although it may take a hundred acres to produce one of "green." When these "lights"

are swept by fire the black stump roots demonstrate the heavy growth of juniper which has been there, and the corduroy roads penetrating in every direction remind us of the labor of the mules and swamp slaves, who were the happy lords of the domain. The old shanties on beds of shavings are gone, the drawing-knife no longer glistens in the sunlight, the maul and frow are silent forever; new schemes have taken hold of the old swamp and now mule cars on tramways, and in some places steam engines, haul the log timber that formerly came out in riven shingles by mule carts on corduroy paths.

The numerous trees and shrubs flourish luxuriantly in the water or morass. The juniper tree (*Cupressus thyoides*) stands firmly in the softest part of the quagmire supported by long tap-roots. Ferns, reeds and myriads of shrubs form a carpet that is never exposed to the sun on account of the dense shade of these trees.

Trunks of large trees lie buried in this soil, and even where dense growths of juniper trees are standing as many more may be found buried in the peaty soil. In this loose soil they are easily blown down, and soon sink from sight. When kept wet they never decay, save the sap-wood, which is not more than one or

two inches thick. A very large proportion of the lumber made into shingles is obtained by sounding below the surface: it is then dug out and "worked up."

The Dismal Swamp is on a hillside 22 feet above the level of the sea. If a wide and deep ditch were dug from tidewater to the lake in the center of this swamp the water thereof would run out to the sea like a mill-race, and the swamp would be a thing of the past. This swamp was surveyed by Washington at an early day, and he owned large tracts in the swamp. There are no waters in the United States so pure as those of this swamp. Formerly government vessels leaving for long ocean voyages secured the juniper water from the swamp on account of both its medicinal and keeping qualities. Invalids who, with rod and gun, go into this swamp and spend a week or months sleeping on juniper boughs, drinking juniper water and inhaling the juniper impregnated air, rapidly improve in health, appetite and general robustness.

The celebrated poet, John Boyle O'Reilly, said: "The region of the Dismal Swamp was intended by nature to be a pleasure ground, a health resort and a game preserve for the eastern side of the continent. In spite of all that has been done and left undone to destroy it, the swamp itself is, probably, the healthiest spot in America. Its delicious juniper water prevents malaria more effectually and perfectly than the famed eucalyptus of Australia. The flying game of the continent centers in this region, and the lake in winter is the best shooting ground in the country. Now that wealthy clubs and individuals are buying up the coast shooting, this incomparable natural preserve ought to be secured for the nation or the State." Lake Drummond is a beautiful sheet of water nestling in the very bosom of the great unkept expanse of vines and woods. The shores are ragged with roots and stumps made bare by the washing of the sleepless waters. Lake Drummond is poetically known as the "Lake of the Dismal Swamp," which has been immortalized in poetry by the noble

bard Moore, who wrote from Norfolk, Virginia, in 1803, a ballad entitled "The Lake of the Dismal Swamp," prefaced by a short love story of a young man who lost his mind upon the death of a girl he loved, and imagined her not dead but

Gone to the Lake of the Dismal Swamp.

O'Reilly says it is the very eye of material anguish:—"Its circle of silvery beach is flooded and hidden, and still the pent-up water, vainly beseeching an outlet, is raised and driven in unnatural enmity to the roots of the tall juniper, cypress and gum trees that completely surround its shore. The waves that should murmur and break on a strand of incomparable brilliancy are pushed beyond their proper limits and compelled to soften and sap the productive earth; to wash bare and white the sinews of the friendly trees and inundate a wide region of extraordinary fertility. The bleached roots of the doomed trees seem to shudder and shrink from the weltering death. There is an evident bending upward of the overtaken roots to escape suffocation. The shores of the lake are like a scene from the Inferno. Matted, twisted and broken, the roots, like living things in danger, arch themselves out of the dark flood, pitifully striving to hold aloft their noble stems and branches. The water of the lake, dark almost as blood, from the surface flow of juniper sap and other vegetable matter, is forced from six to ten feet above its natural level and driven by winds hither to this bank to-day and thither to-morrow, washing every vestige of earth from the helpless life-gyves, till its whole circumference is a woeful network of gnarled trunks and intertwined fibres, bleached and dry as the bones of a skeleton, and sheltering no life but that of the blue lizard and red-throated moccasin. These bare roots and blasted stumps circle the waters like a hideous crown, till the lake becomes a realization of the Medusa. Here, far from the voices of mankind, the Gorgon stares at heaven, but sees with intro-

verted eyes only the writhing horror of her own brow; hears only the hiss, and shrinks from the kiss of her serpent locks, gazing into no living eyes but those of her own damnable strands. The lake of the Dismal Swamp is a victim waiting for deliverance. Release her and she is no longer Medusa; the snake lair will give place to bands of gold and light; the region contaminated by her oppression will rejoice and blossom like a garden."

O'Reilly, who made a canoeing tour through the Dismal Swamp, wrote as follows to a friend, the letter being published in the *Boston Herald*:

IN THE DISMAL SWAMP.

Wednesday Morning, May 16, 1888.

Dear Ned: I write this from near the heart of the Dismal Swamp, and send it by an obliging canal man to Norfolk.

This place is wonderful and beautiful. It is a desolate land crying for attention and reclamation.

The story of the Dismal Swamp is a tragedy of nature and a disgrace to civilization.

Mr. Moseley and I have had twenty-four hours of continued amazement and enjoyment.

This is the most defamed land on the earth. The Dismal Swamp is the greatest sanitarium on the American continent.

In two hours we start for the lake, at the very centre where they dug for the lady

"A grave too cold and damp,

For a heart so warm and true.

And all night long by her firefly lamp

She paddles her light canoe."

Faithfully yours,

JOHN BOYLE O'REILLY.

Last night we stopped at Mr. Wallace's, in the Dismal Swamp,—one of the largest and most beautiful farms in America. Last winter he killed on his farm 30 bears.

O'Reilly sent the following telegrams to some of his Boston friends:

"The most wonderful and beautiful sheet of water on the continent."

"This message is sent to Suffolk by canal-chance-boatman."

"The greatest fishing I have ever seen. Mr. Moseley shot a bald-headed eagle last night—a splendid bird."

"Every hour unfolds new beauties and interesting sights."

JUNIPER WATER.

Have you ever tasted juniper water? It is nature's own remedy for kidney and other troubles of the human system. It is found in unlimited quantities in the recesses of the great Dismal Swamp, and the Dismal Swamp Canal and Lake Drummond are bodies of juniper water. Its medicinal virtues come from the vast quantity of juniper roots and juniper berries that have been soaking for ages in the recesses of the great Dismal Swamp. This water is of a light brown color, pleasant to the taste and keeps for years.

Its virtues were known long ago to the toilers of the sea and for more than a hundred years it has been in much demand for "ship's use" on account of its health-giving and long-keeping qualities.

The juniper water is here in immense quantities and fortunes are awaiting the men who will put it on the market and ship it all over the world. Capital and enterprise have long overlooked this wealth given us so prodigally by nature, but the day will probably come when our juniper water will take its rightful place among the great medicinal waters of the world.

The excavations for the canal through the swamp showed varied material, but it consisted chiefly of hard clay mixed with sand. The deepest excavation extended to a depth of 17½ feet below the normal surface of the water. It is interesting to note that at this depth a large number of fossils and oyster shells, together with coral and other calcareous matter, were brought up by the dredges. "The specimens belong to a deposit of the Miocene age, and include oyster shells weighing as much as five pounds apiece and fully 12 inches in length." There are many very productive farms on the peninsulas in the Dismal Swamp, but perhaps the finest is the Dover farm, which is almost a square block, embracing a thousand acres of cleared land and reaching nearer the lake than any other cultivated land. The agricultural resources of the

Dismal Swamp are just beginning to be appreciated. The chapter is concluded with the following interesting article on the Dismal Swamp, by Nathaniel Southgate Shaler, taken from the tenth annual report of the United States Geological Survey:

GEOLOGY.

The Dismal Swamp is the northernmost part of the characteristic swamp country which borders the southern Atlantic Coast. It belongs altogether to that group of inundated lands where the lack of drainage is due to an original deficiency of slope, combined with the flow-retarding influence of vegetation on the movement of water from the land.

Although swamps of a similar character are imperfectly developed in the region north of the Potomac, they do not take on a conspicuous aspect until we pass southward of that stream; and this for the reason that the surface of the country north of it is considerably higher than in Southern Virginia and the Carolinas and has developed a stronger topography. The streams are sufficiently incised to permit almost everywhere the ready drainage of the water despite the obstructing effect of vegetation. Moreover, in the region north of the Potomac the ordinary cane and other plants which obstruct drainage make but a scanty growth.

The principal determining cause which has led to the formation of the Dismal Swamp is found in the character of the surface on which the marsh accumulation rests. The whole of this coast from New York southward has the form of an ancient sea-bottom more or less modified by river action, the measure of the modification being determined by the average height to which the sea-floor has been elevated above the level of the ocean and the steepness of the slope toward the sea. In New Jersey the plain is tolerably elevated and the slope from the interior toward the shore is steep enough to insure a swift discharge of the water. In Northern Virginia the height of the

plain is somewhat reduced and the slope proportionately diminished. From the James River southward the elevation of the plain at equal distances from the shore is still further lowered, the incisive action of the streams having yet further reduced it, leaving parts of the surface in the form originally belonging to the sea-bottom. In this condition the surface for a considerable distance from the coast rises at an average rate of about 18 inches to the mile. It is not a perfect inclined plane, for it is cast into slight elevations and depressions in a manner that reminds one of the ocean after a time of great storm, when the waves have fallen to a height of two or three feet, retaining at the same time their original horizontal amplitude. Within the limits of a square mile the variations of the surface of this inclined plane amount to not more than two or three feet. There is no distinct order in the elevations, but in general their major axis seem parallel to the existing and former shore lines.

Turning to the field in which the Dismal Swamp lies, we find that on the west, in the Dismal Swamp district, this billowy plain is sharply bounded by an escarpment formed by the sea when the surface of the continent was about 28 feet below its present level. This old sea-bench, to which I shall give the name of the Nansemond shore-line, extends from near Suffolk, Virginia, where it is rather obscurely indicated, having been somewhat effaced by erosion, southward with extreme distinctness of front to Albemarle Sound.

The eastern boundary of the swamp district is determined by certain low elevations, apparently dune-like in their nature, which lie in the county of Princess Anne, east of the railway extending from Norfolk to Elizabeth City. This latter system of elevations, which attain a height of only a few feet, serve in a measure to retain the swamp waters upon the surfaces on which they lie. They are, however, of relatively small importance compared with the effect produced by the vegetation of this district. Although a large part of the

area occupied by the swamps of this section of the shore is without distinct marks of sub-aerial erosion, the surface is considerably divided into the region next the sea by the curious, fiord-like indentations which characterize the whole of our southern coast, but which are more marked in Virginia than elsewhere. These indentations extend for some distance into the inundated areas, where they terminate rather abruptly within the wide field of swamp deposits. These streams are deeper in most instances than the open waters of the great bays into which they discharge. Thus, in Albemarle Sound the water is in most cases not half as deep as it is where the branches of the sound penetrate into the swamp district.

It is difficult to obtain any satisfactory information concerning the beds below the level of this district for the reason that the unaccented topography fails to reveal good natural sections and the artificial cuttings, such as wells and ditches, extend only to a trifling depth. On the northern border of the swamp deposits composed of stratified sand, containing occasional beds of shells, are exhibited from point to point. The following species determined by Dr. W. H. Dall, paleontologist of the United States Geological Survey, indicate in a general manner that the beds are of Pliocene age. Of the 29 species which appear in my collection, a list of which is given below, 24, according to Dr. Dall, belong to living forms, and five are extinct. The extinct species are found in the so-called Pliocene of Florida and South Carolina and Virginia. There can be no question that the deposit is of preglacial age.

LIST OF SPECIES FOUND IN BEDS EXPOSED BY A ROAD-CUTTING
NEAR THE JERICO CANAL, TWO MILES EAST
OF SUFFOLK, VIRGINIA.

Crepidula convexa, Say.
Turritella apicalis, Hp. (var.)
Scalaria clathratula, Adams.
Eulima sp.
Turbonilla interrupta, Totten.
Lionesus Stimpsoni, Dall.
Anachis avara, Say.
Ethalia sp. fragm.

Cadulus carolinensis, Bush.
Ostrea virginica, Gmel.
Pecten eboreus, Conr.
Arca incile, Conr.
Cardium islandicum, Lin.
Crassatella undulata, Say.
Eriphyla lunata, Conr.
Mactra congesta, Conr.
Abra aqualis, Say.
Tellina tenta, Say.
Tellina modesta, Verrill.
Lucina crenulata, Conr.
Gouldia cerina, Ad.
Callista convexa, Say.
Pecten exasperatus, Sby.
Leda acuta, Conr.
Yoldia limatula, Say.
Nucula tenuis, Mtg.
Chione albida, Gmel.
Dosinia elegans, Conr.
Balanus sp.

Traces of this same deposit occur for a few miles south of Suffolk and I suspect the existence of similar beds near Elizabeth City. From certain comminuted fragments taken from the bottom of the main Dismal Swamp Canal, it seems to me not improbable that the beds were touched at several points in making that excavation. I am, therefore, disposed to believe that the foundation rocks beneath the swamp district consist mainly of the beds indicated by the foregoing list of fossils.

It is evident that the strata of Pliocene age which underlie the swamp were accumulated in shallow but quiet water. This is shown by the character of the species as well as by the fact that many of them are delicate forms, yet have suffered no wear from the action of currents. The deposit in which these fossils occur has apparently suffered no other dislocation than that which attended its elevation above the ocean, which has brought it to a height of about 35 feet above the present sea-level. As the species are of a littoral nature, we may assume that the total elevation required to bring them to their present position may not have exceeded 100 feet. It may have been somewhat less. It is evident, however, that the surface of these beds was for a time at a higher level than that to which they now attain, as is shown by the fact that they are deeply incised by streams which have created

a tolerably accented topography, the elevations of which have been obscured by subsequent accumulations.

This irregular form of the surface of the Pliocene strata is only proved for the region about Suffolk. Faint traces of the same series of beds at other points lead me, however, to the conclusion that it is probably characteristic of the whole field. The character of the surface must have been given to the Pliocene beds at a time when they were more elevated above the sea than they are at present. After the erosion of this surface came the subsidence which formed the terrace in which the Nausemond bench is excavated, which lies considerably above the level of the Dismal Swamp. This requires a subsidence of more than 50 feet after the Pliocene deposits were carved by streams. The bench on which the Dismal Swamp deposits lie was afterward formed during another period of elevation when the sea lay at about 30 feet above its present level. The sands worn from the escarpment which I have termed the Nausemond bench were distributed over the new sea-floor in such fashion as to level off the inequalities brought about by subaerial or marine erosion.

The true measure of the inequalities which characterize the bed-rock surface of this district is not readily apprehended by an inspection of the area within the field of the swampy districts; the peaty accumulations have unquestionably done much to destroy such topography as may have existed in the region. Even on the higher level of the upper Nausemond bench, which forms the summit of the old Nausemond shore, bounding the western margin of the main Dismal Swamp, there are numerous original hollows now filled in with peaty matter of a consolidated sort on which ordinary forest trees have found a lodgment. I am informed by farmers that they frequently discover places in these fields which contain a peaty deposit many feet in depth. In some cases the accumulation is quite profound, permitting a sharp stick to be passed down to the depth of eight or ten feet. There may thus be

within the limits of the Dismal Swamp a number of stream valleys which have been so encumbered by the accumulation of vegetable matter that they are no longer evident to the eye.

TOPOGRAPHY.

In its original condition, before this region had been affected by tillage, the area of inundated lands in the Dismal Swamp district was considerably greater than it is at the present time. If we include in the swamp lands in this part of Virginia and North Carolina fields which have been won to the plow by ditching, the original area of the morass was perhaps one-third greater than at the present time. Near to its northern, eastern and southern boundaries the wetter parts of the swamp passed outwardly into fields where the inundations were less considerable, and in consequence the surface less incumbered by peaty matter. It appears tolerably evident that when the subjugation of the land began the swamp was extending its margin, taking possession of the lower land, the swales between the billowy elevations of the plain, and climbing up the gentle elevations between these low places. The process of artificial drainage went on rapidly until the drainage power of the small canals, dug to unwater the surface, was lost as they were extended into the swamp. The greater portion of this peripheral drainage work was finished before the middle of the present century. The lands won from the margin of the morass and from swamps more or less distinctly connected with the main area, probably amounted to somewhere near 700 square miles; the area of swamp lands remaining between the waters of Albemarle Sound and those of the James River probably amount to not far from 1,500 square miles. In the last century the Dismal Swamp Canal Company constructed a canal in a general north and south direction from the waters of James River, at Deep Creek, to the waters of Albemarle Sound, near South Wills, North Carolina.

This canal was intended to afford a line of ship communication suited to the vessels of that age between the bay district of North Carolina and that of the Chesapeake. It was expected to furnish a passage for merchantmen and war vessels between these great systems of inland waters, and this expectation was realized. It was designed, moreover, to provide a means of access to the vast and then untouched forests of juniper, cypress and pine which abounded in this field. This important waterway was one of the most considerable hydraulic works which had been undertaken in that century.

For the time when it was executed the Dismal Swamp Canal was a costly and well-constrived work. For three-quarters of a century or more it was an important means of transit between Albemarle Sound and Chesapeake Bay. Of late its use for this purpose has been in the main superseded by another canal nearer the coast.

The effect arising from its construction through the swamp upon the general condition of the region has evidently been considerable. Its course is about at right angles to the general slope of the country. The first canal was originally designed to afford 12 feet of water and had a width of 50 feet or more; the amount of excavated material heaped upon the banks was considerable. As no pains were taken to provide channels of escape through the barrier for the swamp water coming from the west, the western dike of the canal serves to retain the waters in all that region, and at the same time to fend these waters from the region east of the excavation. The water has, no doubt, been retained in the part of the swamp lying west of the canal in order to keep the several ditches which feed the canal or which provide the ways of floating its timber from the recesses to the navigable depth. By a system of locks which have a total lift of 20 feet the water in the canal is maintained at a little higher level than it had before the canal was constructed.

The result of this interference with the

natural drainage of swamp has been that the western section of the morass is probably rather wetter than it was before the barrier was constructed, while the section to the east of the canal, deprived of the water which originally flowed into it, has become partially desiccated. In the section to the west of the canal, within the limits of the morass, there are probably no areas which in an ordinary season are sufficiently dry to permit tillage, though in periods of peculiar drought a large part of the surface may attain this measure of desiccation. In the section to the east of the canal the higher parts of the ground at many places are in an ordinary summer season so dry that they might be tilled without inconvenience from water. In that part of its area considerable portions of the surface have been improved by ditching, the swamp covering remaining only in the lower grounds adjacent to the sluggish streams which traverse the district. Something of this relative difference in the measure of the desiccation has doubtless come about in consequence of the barrier imposed by the embankments of the Dismal Swamp Canal.

An interesting feature in the topography of the Dismal Swamp is the presence of a considerable lake occupying a tolerably central position in the part of the morass which lies to the west of the main canal. The basin it occupies is everywhere shallow; probably in its natural state the maximum depth was not over six feet. At first I purposed to make careful study of the depth and form of the basin, but a little observation showed me that the depth of water had been much affected by retaining dams. The measure of the effect produced by the obstructions to natural drainage not being determinable, it did not seem worth while to make a careful study of the basin.

There is a tradition, which appears in its origin mythical, to the effect that this basin was formed by fires which occurred in some remote time. Intelligent local observers, in proof of this hypothesis, note the fact that,



THE MANSION HOUSE ON THE PLANTATION OF COL. WILLIAM CRAWFORD, THE FOUNDER OF PORTSMOUTH, LOCATED AT SWIMMING POINT.



LAKE DRUMMOND IN THE DISMAL SWAMP.

during dry seasons, patches of the swamp a few acres in extent have been seen to burn to such a depth as to form a place for the accumulation of permanent water. Not only is proof wanting to justify the supposition that Lake Drummond was thus formed, but there are good reasons why its origin must be otherwise explained. It is difficult to believe that in the course of a single dry season a forest fire could burn over an area as large as is occupied by this lake, or that the conflagration could so completely have removed the whole deposit of peaty matter. Moreover, even in the driest season, it appears to be the only peripheral portions of the swamp which become sufficiently desiccated to burn to any depth, this central portion remaining wet at any depth beneath the surface even in the periods of greatest droughts.

If Lake Drummond were an unparalleled feature of our swamp areas, it might be reasonable to explain its origin by the hypothesis of an extensive forest fire in a period of great drought, but there are numerous instances in which similar lakes occur in the central portion of our greater swamp areas. I have been, therefore, led to the conclusion that this central lake of the Dismal Swamp was formed in the following way, viz: The gently sloping platform on which the Dismal Swamp rests evidently emerged from the sea in a somewhat rapid manner; the absence of any marine bench on its surface appears to be conclusive evidence of this. At first we may assume that the sterile character of the soil would have prevented the simultaneous growth of forest trees and other plants of a higher order over the greater part of the plain. The growth of such plants would naturally have begun on the periphery of the district, either on the western border, where the soil had already been formed, or next to the sea, where the humidity would favor the growth of plants even on barren sands. I conceive that beginning on the margin the forest would advance toward the center of the field, and the fallen trees and other entanglements would serve to

form an obstruction to the outflow of the water, and thus to retain the central part of the area in the condition of a shallow lake. The area of this basin would be gradually narrowed by the growth of the cypresses, black gums and other trees which can maintain their roots beneath the level of permanent water. Notwithstanding the fact that the level of the water of Lake Drummond has been raised since the construction of the Dismal Swamp Canal, the forest is still slowly gaining upon the area of the lake at several points. Leaves and drifted wood accumulate next the shore and shallow the basin so that gradually trees can find a foothold in what was recently open water.

If this view be correct, Lake Drummond must be considered as belonging to the type of peat-inclosed lakes which are so common in the small morasses of the glaciated area. To the same group we shall probably have to refer the numerous other lakes in the region of swamps south of Albemarle Sound. Lake Phelps, Pingo Lake, Mattamuskeet Lake, Alligator Lake and other basins on the more southern part of North Carolina probably belong to the same type of swamp-inclosed basins.

VEGETATION.

Although the physical conditions of the Dismal Swamp district are extremely uniform, the vegetation exhibits a considerable diversity in its distribution in different parts of the area. The higher land, lying not more than three feet above the lowest adjacent levels, is generally occupied by a growth of pines, altogether composed of the common species of southern pine so far as observed. These pine-clad elevations often rise so little above the surface of the swamp that the eye fails to detect the difference in level. Yet the lessened moisture due to the perceptible elevation is sufficient to give over the field to the possession of coniferous trees. The lower levels of the swamp are mainly occupied by three species of trees,

which are greatly, though somewhat diversely, tolerant of water about their roots. These are the taxodium or bald cypress, the juniper and the black gum. The juniper occupies areas which are commonly somewhat desiccated through the dry season. The tupelo, or gum, and the cypress can inhabit areas which are in most cases water-covered even during the growing season. The cypress is the most tolerant of water of these species, often attaining its best development in places where summer droughts at no time remove the water far from the surface of their roots.

The peculiar tolerance of these two species to water about their bases—a feature which is somewhat sharply contrasted with the other forest trees of this country—is probably to be explained by the fact that in both forms we have provisions by which the roots are enabled to have access to the air, and thus secure the aeration required by the processes which take place in their underground branches. The knees of the cypress have long been a subject of discussion on the part of botanists, and various conjectures concerning the service which they perform have been made. A study of the region of the Mississippi Valley, which subsided during the earthquake of 1811, showed me very clearly that wherever by such accidents the vascular summits of these projections were brought below the level of the summer waters, the trees inevitably died. In other cases, where by artificial dams the surface of the water had been raised in a swamp area, I found that the trees, the summits of which were suffused by the water in the summer season, were quickly killed, while others continued to live.

It is an interesting fact that the knees of the cypress develop only where the roots upon which they rest lie beneath the surface of the water during the growing season of the year. They sometimes appear above the surface of the soil which is bare of water in the summer time, but, digging down to the place occupied by the roots, water will generally, if not al-

ways, be found so far present in the soil that it fills the excavation.

Another important fact in this connection is exhibited in the specimens of this species which grow upon elevated land secure from summer inundation, or where the trees stand on the margin of a swamp with parts of their roots on the dry land and part beneath the water. In the case where the tree is altogether removed from the chance of inundation, the roots bear no knees whatever, or at least they exhibit slight enlargements from point to point, which, though they indicate the positions the knees might occupy, never develop into such structures. On the margin of the swamp the roots which are beneath the water will bear knees, while those in the dry soil exhibit no such protuberances, or, at most, the slight prominences just mentioned.

In the Dismal Swamp the knees of the taxodium never attain any considerable height above the surface, the tallest seen having an elevation of not more than three feet above the roots from which they spring. In the swamps of the Mississippi Valley, where the water of the marshes is often deeper than it is at any point in the Dismal Swamp, the knees sometimes attain an altitude of six feet or more.

The black gum contrives to secure a result similar to that attained by the taxodium by quite another contrivance of its roots. Where this tree occupies positions in which the water remains during the summer season, the roots, in all cases in which I have been able to observe the facts, have the habit of arching upward a few feet from the base of the bole.

Where the region is only moderately wet, where the water in the summer season comes near the surface, the emergence of the root is accomplished by a gentle upward flexure which brings its surface a little above the top of the ground; where the water stands yet higher the whole of the root may emerge from the soil. In rare cases, where the water during the growing season stands two feet or more above

the level of the roots, the flexure in that part of the tree is still more noticeable.

It is tolerably easy to determine the depth of inundation during the growing season by a close inspection of these root-arches of the tupelo. The bark is very rugose and in the damp swamp is frequently the seat of a considerable growth of annual plants. In some cases I was able to observe this coat of vegetation on many of the root-arches around the same tree. The annual vegetation was everywhere at the same height, and therefore may be taken as evidence that the roots are deeply covered by water in the summer time, but that the knee arches rise a foot or more above the surface of the water, or to about the same extent as the summits of the knees of the taxodium.

The amount of root arching in individuals of this species as well as the development of similar knee processes in the taxodium differ considerably in the individual trees. In some forms, lying at the same height as others, which are abundantly provided with these arched processes, the flexures are almost wanting. It appeared to me, however, that in the cases where the arches are not well developed, the trees are always of an inferior growth and apparently not well reconciled to their environment.

It is also a noticeable fact that the flexures of the roots do not develop in the youth of the plant, but begin to be evident after the tree has attained a diameter of a foot or more. Something of the same sort may be observed in the case of the taxodium. The older the tree the more extensive proportionately are the knee processes. A young tree an inch or two in diameter without any knees at all may often be observed growing near specimens of the same species a foot or more in diameter, all of which have abundant knee processes. It seems clear that in both of these genera the knees are features which are not developed until the plant attains a considerable size.

It appears to be a characteristic common to nearly all trees which have become reconciled

to very wet soils that their trunks are much expanded at the crown, tapering from that point upward more rapidly than trees in other situations. The two varieties of gum and cypress are conspicuous for this feature. It seems evident on eye inspection—I have made no comparative measurements—that the expansion of these trees at the crown where they occupy wet situations is much greater than when they occur upon relatively dry ground. Not infrequently with gums and cypresses, the diameter of the tree at the crown is over twice as great as it is at the height of 10 feet above the surface, and in some cases I have found the ratios as high as three to one. An eye inspection, without measurement, of several other species in stations diverse as regards the amount of moisture to which they were subjected, appears to indicate that this expansion of the crown in wet conditions is a common feature of forest trees. It seems possible that the enlargement of the tree just above the level of permanent water may be due to the same physiological conditions which determine the development of knees such as occur in the taxodium, or of sharp flexures of the roots, like those exhibited in the nyssa. When I first observed this feature I was disposed to think that it was perhaps designed to support the trees in their somewhat insecure foothold in the soft earth of the morass. Further inspection has satisfied me that this view is untenable and that the peculiarity is more likely to be due to the cause above mentioned.

ANIMAL LIFE.

The singular nature in the physical conditions in our morasses is marked in the animal as well as in the vegetable forms which inhabit their areas. Where a morass occupies but a small surface the exceptional features of its animal forms are not usually conspicuous. The larger swamps, those which are to be measured by square miles, generally have a peculiar fauna. The characteristics exhibited by the animals which occupy our morasses are

usually related to the nature of the vegetation and the peculiar wetness of the earth. Thus, owing to the fact that nut-bearing trees are relatively rare, the arboreal rodents are generally absent. The inundated nature of the soil makes it unfit for occupation by the subterranean forms of that group. Thus this important order of mammals is imperfectly represented in our larger morasses. So, too, with the reptilian forms. Certain of our serpents which have accustomed themselves to dry situations are generally absent from the swamps. The predaceous mammals, such as the fox and wolf, find these marshy lands unsuited to their needs. The species of birds which nest upon the ground are also rare. The birds generally, excepting aquatic forms, are less plentifully developed in our marshy areas than in the upland districts.

I have not yet been able to undertake any systematic inquiry into the animal life of our inundated lands. My general observations, however, show that the biological conditions of these areas are such as to afford an interesting subject for research. Thus the swamps of Ohio and other States north of Kentucky contain a good many species which are otherwise limited to Tennessee and other Southern States. It seems probable that these outlying groups of southern fauna occupying northern districts will be discovered in other sections of the country.

I have already noted the fact that a number of species of trees show a singularly specialized structure which fits them to the peculiar environment which the swamps afford. It seems likely that this reconciliation with the environment will also be exhibited in the animal species which inhabit these areas. From the facts which have met my observation, I am inclined to think that the fishes of our larger and more isolated swamp areas will be found to present certain interesting peculiarities.

Owing to the isolation of the swamp areas, the species have been kept from the commingling of blood which necessarily occurs in

extensive river systems. Thus the smaller fishes which inhabit the pools of our swamps have secured something like the measure of isolation which characterizes the inhabitants of our caverns, and it seems likely that the species of the detached morasses may have a trace of the same specific and generic peculiarities which are to be noted in the underground world. With this brief sketch of the conditions of animal life in the swamps, I will now proceed to give a few notes which I have been able to make on the fauna of the Dismal Swamp district.

Bird life is only moderately abundant, and is characterized by the general absence of the ground forms. The serpents which tolerate moist ground are of frequent occurrence, but are not known to present any peculiarities of species. The mammalian life is more peculiar than that of the other groups. The rodents are conspicuous by their absence. Bears are remarkably abundant. About 200 are killed each year within the limits of this field of morasses. Deer are now rare, but they have been somewhat plenty. The most peculiar feature in the mammalian life is the fact that large numbers of wild horned cattle are found within the morass. These have feralized from domestic herds about the swamps. Estimates as to the number of these creatures vary considerably. I am inclined to think that there are probably about 500 now living within this area. They are extremely wild, and when hunted are often dangerous to the sportsman. Several observant persons have reported to me that fierce combats frequently take place between the bulls and the bears. John G. Wallace, of Wallaceton, states that he has several times heard the bellowing of the horned cattle when they were engaged in such combats. Another observer stated to me that some years ago he found a bull and a bear lying dead beside each other, both having been killed in the combat.

It is said that the bears have a peculiar habit in their assault upon the horned cattle; they spring upon their backs and rend the

muscles which support the head of their prey, and thus escape the danger from its horns. The evidence as to this peculiar habit rests upon the fact that where the horned cattle have been killed in their contests with the bears the neck muscles are found divided.

I have not myself had an opportunity of seeing any of these cattle, but it is stated that they are generally of a black color and of small size. They appear to range through all portions of the swamp, but during the breeding season to prefer the slightly elevated portions where the canes abound. They feed mainly on the tender shoots of the cane, and are said to dwell generally in herds of from 20 to 50 individuals. Occasionally members of the wild herds are tolled out into the cultivated fields by offerings of salt, and are led to join the domestic cattle. The greater part of the wild cattle, however, evidently live for generations without obtaining access to saline materials, a fact which shows that salt is not really necessary to them, for within the morass they can have no opportunity whatever of obtaining it. There are no salt springs, the tidal rivers which penetrate to the swamp are all fresh and there are no licks, such as were afforded by the slightly saline clays of the Mississippi Valley, to which the buffalo abundantly resorted.

METHOD OF DRAINING.

During the time when slaves were held in this part of the country, a considerable portion of the morasses which originally constitute the Dismal Swamp was drained. This task was accomplished by the simplest engineering expedients. Ditches having a depth rarely exceeding six feet were dug wherever convenience dictated. Each farmer planned the system for his own land without any relation to a general scheme for improvement. It is evident that the work was done in most cases without even the surveyor's aid. The aggregate labor expended in this ill-directed system has been great. Properly applied, it

would have gone far toward winning the whole of the unreclaimed swamps between Albemarle Sound and the James River to agriculture. There are hundreds of miles of these trenches but few of which exhibit any conception of the conditions which should have regulated their construction. In any scheme for the improvement of this region, the existing system of ditches will have to be neglected save in so far as the ditches may serve for the drainage of the small patches of land for which they were contrived.

There can be no question that the whole of the swamp area of this district, excepting certain small strips near the mouths of the larger indentations which extend northward from Albemarle Sound, is ready to be won to tillage by simple and comparatively inexpensive improvements. The average inclination of the surface is about 20 inches per mile, and this is sufficient to give a strong current to water flowing in ditches having a width on the water surface of four feet and a total depth of water of three feet. The character of the soil is very favorable for such improvements. The considerable amount of vegetable matter in the earth causes the canals which are not used for navigation to maintain their banks in good order. There are few tree trunks buried in the swamp deposits, as is well known by the excavation of ditches contrived for conveying timber. The aggregate length of these channels is at least 20 miles. At no point in their various courses have they encountered any considerable difficulty from the trunks of trees lying prostrate beneath the surface. The rank growth of the vegetation, particularly the roots which seize upon the banks of the canals, will save all costs for revetting their slopes.

In devising a plan for the drainage of this area, it will be necessary to take account of the existing canals; for, although these have not been contrived for the purpose of desiccation and are in certain ways unsuited to that object, the constructions are so large that it will be necessary to introduce them into the

scheme of drainage works. If the principal canal, that which is now navigable to vessels, were deprived of its locks and a similar course were taken with the Jericho canal or ditch, extending from Lake Drummond to the James River near Suffolk, the result would be that a strip of land bordering on these water-ways would, provided the embankment on either side of the water-ways were cut through at a sufficient number of places to permit the exit of the water, at once become sufficiently dry for the uses of agriculture. The drainage level of the swamp on either side of the main channel would be lowered about five feet. This alone would afford a base level low enough for the drainage of at least four miles west of the canal and about two miles east of it. The difference in the distance to which the ditches might be made effective would be determined by the slightly varying slope from the west toward the sea. Along the Jericho ditch the drainage would be less effective because of the small size and shallowness of that excavation. At present the ditch averages not more than 15 feet of effective width with a depth of not more than three feet. The level of the water, moreover, is nearer the general level of the swamp than in the case of the Dismal Swamp Canal.

If the level of the bottom of the Dismal Swamp Canal were lowered to 12 feet below the present level of the water with an average width of 12 feet and an average depth of water with the new plane of four feet, it would doubtless furnish a sufficient exit way for all the swamp waters which would be drained to it from either side, and it would then be possible by branch ditches to unwater the whole country on the western side of its path and nearly the whole of the area to the east. At the same time the depth of the water remaining in the canal would be sufficient for all the purposes of transportation which would arise from the agricultural use of this area. Tributary ditches, starting with the depth of eight or 10 feet and a width of water-way of about eight feet, should be extended with diminish-

ing size and depth to near the western margin of the swamp. They would probably not need to be nearer together than intervals of two miles. Their average length would be about eight miles and thus the total length of this system would be about 80 miles. Smaller and shallower ditches, having a width of water-way of not more than four feet where they connected with the main channels, would need to be carried in a general north and south direction from the secondary channels so that no portion of the surface would be more than a mile from the water-way. Even smaller ditches would have to be extended across the surface so that no considerable portion of the area would be without a channel for its flood waters in the summer season. Practical experience in the district seems to indicate that with this kind of drainage channels the soil would, after it had been subjugated to the plow, remain in a fit condition for tillage.

In the section east of the Dismal Swamp Canal, a gentle though slight slope toward the sea would make the drainage toward the channel of that canal less easy than on the northern slope. It is probable, however, that within the range of three miles which would include the greater portion of that area the channel of the canal would, if supplemented by side ditches, afford an adequate means for unwatering the land. The region yet further to the east would have to be made the subject of an independent scheme of drainage which should discharge the waters into other main ways.

If these excavations could be accomplished only by hand labor it is doubtful if, even with the present demand for agricultural lands, it would prove profitable to undertake the drainage of this morass. But recent improvements in methods of excavation make it possible to unwater land of this description at a relatively small cost as compared with older methods of hand labor. The whole of the work can be accomplished by machine dredging, the engines being operated by steam power. In the principal ditch the ditching can be done from the usual form of boats and in the smaller

channels the apparatus can be conveyed along the path of its work by means of movable tramways on either side of the ditch.

After the main works are constructed, the cost of cutting away the timber and of first plowing the land will, according to trustworthy information given by various persons who have of late years undertaken such work in this district, amount to about \$30 per acre. In the average present condition of the forested portions of the swamp the return for this labor in the way of timber may amount to about \$60 per acre, which probably would meet the expenses of clearing the forest away and of providing the smaller drainage channels.

The area which would be won to tillage by such a system of drainage, though only a portion of this swamp district, is about 250 square miles or 160,000 acres. I am assured by various trustworthy farmers that when first won to the plow this land has a measure of fertility which will enable the tiller to reckon an annual product of from 80 to 100 bushels of shelled maize per acre. It is, therefore, safe to estimate the money value of this area when thus improved at not less than \$16,000,000.

Against this estimate of the tillage value of this region we must set such returns as it now makes in the way of timber products. I have not been enabled to obtain any accurate statistics as to the profits derived from the timber industry now carried on in this swamp. Nearly all of the original forest has been removed, culled by the woodmen or destroyed by fire. The supply of exported timber is gathered from the growth of cypress, juniper and pine. From all the data I have been able to procure I am led to the conclusion that the aggregate profit from the timber does not exceed \$50,000 per annum, and that it may be much less than this amount. Year by year the value of this product is diminished through the occurrence of forest fires in the dry seasons, which eradicate from large areas not only the growing trees but even their seeds. Such fires burn down to a considerable depth

in the peaty matter and thus destroy the germs as well as the parent trees. On these surfaces, which include at present perhaps as much as a tenth of the swamp area, the forest wins its way in a very slow manner. The swamps are principally occupied by annual plants. With the increase of the population around the margin of the swamp, these fires are apt to become more common. When they happen, they cannot be extinguished save by heavy rains, and they make the use of the swamp, except on certain selected areas, ineligible as a nursery of timber. We thus find that if the swamp were brought to the use of agriculture at an aggregate cost of say \$4,000,000, the gain to the interests of the community would be very large. On the one side of the account, we may have a revenue from the timber which is not likely to exceed \$100,000 per annum; and on the other an income from agricultural products which would doubtless exceed \$2,000,000 per annum, while the cost of improvement at the present rate of interest on money would not exceed \$200,000 a year.

This region is very favorably placed for cultivating and marketing garden crops. Already the Norfolk district furnishes a large share of the garden products used by four or five million of people dwelling in the cities between the James River and the coast of Maine. The greater part of the territory which now furnishes these supplies has a poor soil which can be made to yield satisfactory returns only by a costly system of fertilizing. Experiments already made within the Dismal Swamp district shows that this soil is excellently adapted for the cultivation of vegetables. The annual demand for such garden crops is sure to increase apace, and there is no other field so well suited for the enlargement of this form of agriculture as the area occupied by the morass of the Dismal Swamp district. The drainage channels could readily afford water transportation to within a mile of every part of the tilled area. In a manner hereafter to be noted a large portion of the surface could, if desired, be irrigated by the higher lying waters. No-

where else in the world is there near to great markets so large a field of land suited to garden crops which is not used for such purposes. If availed of for this form of tillage, the annual return from the land would probably not be less than \$100 per acre or a total of somewhere near \$16,000,000 per annum for the region which it is proposed to drain. It would, of course, be some decades before it would be profitable to bring all this vast area into such use, but after a time of service in ordinary field crops it seems to me likely that the whole of the surface would be thus utilized.

It will be seen by the description of the Nansmond escarpment or old bench that several considerable streams which cross that line have their head waters in the subordinate swamps lying in general at the height of several feet above the western margin of the swamp. Owing to the topographic conditions of these inland morasses, they could readily be converted into great storage reservoirs in which irrigation waters would be retained. I estimate that it would be possible to store in these higher swamps for the purposes of summer irrigation bodies of water having 24

square miles of area and an average depth of five feet, the whole of which could be used for agricultural purposes in the region east of the Disnal Swamp Canal. This would afford, making allowance for evaporation, a sufficient amount of water to meet in dry seasons the exigencies of garden tillage of an area of about 150 square miles or say about 100,000 acres. With a somewhat more costly system of storage which would not probably tax the tilled land for reservoirs to the annual amount of more than \$10 per acre, the water could be husbanded and would afford irrigation facilities to the whole of this district.

It is thus evident that we have in this region a combination of the advantages for high-grade tillage such as are rarely found in any part of the world, an excellent soil, ready water communication, a favorable climate and opportunities for obtaining abundant irrigation water in times of drought. In a word, the region affords all the advantages of the best artificially unwatered soils in Belgium and Holland with a cost for the improvement far less than that required to win to agriculture the low-lying semi-marine swamps of that section.

CHAPTER XII

PUBLIC EDUCATION AND LIBRARIES

THE FIRST SCHOOL OF THE COUNTY—THE FIRST GENERAL PUBLIC SCHOOL LAW ENACTED—ST. BRIDE'S ACADEMY—CHURCHLAND ACADEMY—FIRST COMPLETE PUBLIC SCHOOL SYSTEM ESTABLISHED IN THE COUNTY—SEABOARD TEACHERS' ASSOCIATION—PUBLIC SCHOOLS RE-ESTABLISHED AFTER THE WAR, UNDER THE NEW CONSTITUTION—PUBLIC SCHOOLS OF NORFOLK—PUBLIC SCHOOLS OF PORTSMOUTH—THE NORFOLK ACADEMY—NORFOLK'S LIBRARIES.

Very early in the seventeenth century the people of Norfolk County and of Elizabeth River Shire (of which Norfolk County was at one time a part) began to be interested in education. Not only were parochial and private schools opened for the better classes, but arrangements began to be made for the education of the poor. In this shire Benjamin Symes by devise, confirmed by law, in 1642, gave certain lands for the purpose of establishing a free school, "and for the encouragement of all others in the like pious performances."

In 1659 Symes and Eaton bequeathed to Elizabeth City County an amount equivalent to \$10,150, the interest to be applied to the education of the poor, the proceeds of which are still being used in said county.

Richard Russell, by will probated December 2, 1667, set apart a portion of his estate to be devoted to the education of six of the poorest children in Norfolk County; and Capt. Hugh Campbell, in 1691, donated land and tobacco for the "employment of suitable persons to give instruction to the people living

on the Northwest River, Norfolk County." Yet, while throughout the seventeenth and eighteenth centuries there were a number of parochial and private schools located in the towns of Norfolk and Portsmouth, and in the county at Hickory Ground, Great Bridge and Sycamore Hill, where the children of the well-to-do classes could receive instruction in reading, writing and arithmetic, it was not until the beginning of the nineteenth century that any organized system of free public education was undertaken by the corporate authority of the county or State.

Through the influence and suggestion of Thomas Jefferson, the General Assembly of Virginia, on the 22nd day of December, 1796, enacted a school law, entitled "An Act to Establish Public Schools," the preamble of which is as follows:

Whereas, it appeareth that the great advantages, which civilized and polished nations enjoy beyond the savage and barbarous nations of the world, are principally derived from the invention and use of letters, by means whereof the knowledge and experience of past ages are recorded and transmitted, so that man, availing himself in succession of the accumulated wisdom

and discoveries of his predecessors, is enabled more successfully to pursue and improve not only their acts, but that also which tends to illuminate and ennoble his nature and understanding; and

Whereas, upon a review of the history of mankind, it seemeth that however favorable Republican government, founded upon the principle of equal liberty, justice and order, may be to human happiness, no real stability or lasting permanency thereof can be rationally hoped for, if the minds of the citizens be not rendered liberal and humane, and be not fully impressed with the importance of those principles from whence these blessings proceed. With a view, therefore, to lay the first foundation of a system of education which may tend to produce the desirable purpose,

Therefore be it enacted by the General Assembly of Virginia, that in every County of the Commonwealth there shall be chosen annually by the electors qualified to vote for delegates to this Assembly, three of the most honest and able men of the County, to be called Aldermen of the County.

This Act further provided that these aldermen should lay off the county into sections, have authority to appoint teachers, visit schools, examine pupils and so forth; That the householders of each section should meet and select a place for the location of a school, and that all free male and female children should be entitled to attend three years free, and as much longer as their parents, or guardians, should provide for by paying necessary expenses.

Under this Act the electors of Norfolk County, on the 16th day of April, 1798, elected William White, Robert Butt and James Browne, aldermen, as shown by the following writ, or certificate, of the sheriff, dated April 17, 1798:

I do certify that pursuant to an Act of the General Assembly, passed 22nd day of December, 1796, entitled an Act to Establish Public Schools, a poll was taken at the Court House on Monday, the 16th day of April, 1798, for the election of three Aldermen; and that William White, Robert Butt and James Browne were duly elected.

(Signed)

ROBERT SHELTON, Deputy Sheriff,
for Wilson Butt, Sheriff.

Thus in 1799, at the opening of the nineteenth century, schools were opened in several localities of Norfolk County for the free instruction of children for three years. Two of these schools are worthy of special mention

as centers of education for the people of this county, which has always favored public education. One located at Hickory Ground, a community in the southeast section of the county along the "Great Road," on which was the "Great Bridge," where one of the first battles of the Revolution was fought and won by the Virginia troops. This community was early a center of culture and influence, and the school became a prominent factor in the education of its men and women through the early years of the nineteenth century, and grew and developed into a high school or academy for primary, grammar and high school work. In 1835 it was rebuilt, a commodious brick structure taking the place of the old frame or log building, and it was incorporated by the General Assembly under the name of St. Bride's Academy. A new site was donated by Josiah Wilson, who in consideration of "love, zeal and earnest desire for the rising and future generations, and believing that a well grounded education will be a powerful and happy auxiliary to obtain this object, doth grant to Nathaniel Wilson, Richard W. Silvester, Samuel Browne, Jr., Nahamani Foreman, David C. Wilson, William Wilson, William Scott and William Tatem, trustees, etc."

This school had several excellent teachers, who ranked with the best educators of the State or nation. Among whom may be mentioned Robert Ould, lawyer, judge and Confederate commissioner for exchange of prisoners; G. T. Exall, E. S. Dulin and William T. Davis, each of whom, in after years, became professors or presidents of colleges in this State and Missouri. The second was located in the northwest section of the county and in the community now known as Churchland, also a wealthy and cultivated section. This school was known in 1802 as the Craney Island School, and in 1840, when the record shows it was rebuilt, it was called the Sycamore Hill School, and in 1854 it was again rebuilt and enlarged to a building of three rooms, and was enriched by James H. Carney,

who by will set apart \$1,500 to be invested and the proceeds to be applied for the benefit of the school, "to provide free education for all the children of the community," which endowment continues to assist in the maintenance of this school to the present day.

In November, 1872, the County Court incorporated one branch of this school under the style of the Churchland Academy, with J. T. Griffin, W. T. Carney and others as trustees, for instruction in higher English and classics. This school, like St. Bride's Academy, has been greatly instrumental in shaping and developing the educational work of this county, and also had many excellent and distinguished teachers, among whom may be named Col. A. K. Yancey, John R. Bagly, Josiah Ryland, W. T. Rhinehart and C. W. Coleman, who in after years were trustees, professors and presidents of colleges at Richmond, Virginia, Thomasville, Georgia, Tuscaloosa, Alabama, and Mexico, Missouri.

On the 3rd of March, 1819, an Act was passed to reduce into one Act the several Acts concerning the Literary Fund. This was the fund derived from escheats, confiscations, forfeitures, derelict personal property, fines, etc. Section 13 provided for applying part of the income to the primary object of its institution and directed the courts of the counties, cities and corporate towns to appoint not less than five nor more than 15 discreet persons school trustees to determine what number of poor children "they will educate, etc."

But it was not until 1845 that Norfolk County reorganized and put into operation a complete and efficient system of public schools for the benefit of all the free white children of the county.

By authority of an Act of the General Assembly of Virginia, enacted on the 17th day of February, 1845, a board of school commissioners met at Deep Creek and organized by the election of Leroy G. Edwards, chairman; George T. Wallace, clerk; and Stephen B. Tatem, treasurer, and arranged for the

opening of 20 schools with three local trustees or commissioners for each, who were instructed to provide a building and employ a teacher for a term of 10 months at a salary of \$30 per month, to be paid out of public funds, and such additional salary as might be pledged by the election of Leroy G. Edwards, chair-provided for were opened in the fall of the same year, and soon became efficient and popular, as is shown by the report of the president of the school board at its fifth annual meeting in June, 1849, from which the following extracts are taken:

"During the last year 1,306 children have received correct and regular instruction at our several schools in all such branches as are taught in good English schools, such as spelling, writing, reading, arithmetic, geography, grammar, history, mental and moral philosophy, astronomy, composition, rhetoric, etc. In several of the schools where the children were far enough advanced we have classes in higher mathematics, Latin and French." * * *

"The classics did not enter into our original scheme, nor do we now require the qualified teacher to teach them, for a practical and useful English education, such as farmers, mechanics and persons of ordinary vocation need, is our standard." * * * "It is a source of regret to us that we cannot afford better pay to our teachers, and that we have to add to this by private contributions in districts where the teachers are deserving and the people able to do so, but we are proud of our people, who nobly battled for the cause of popular education, and who willingly contributed the pecuniary aid necessary to perpetuate it.

"The people are as ardently its friends now as ever, and are reaping the reward of their labors.

"The good effects of our schools are obvious to all observers, and it is most pleasing to contemplate not only what has been done but what is yet to be done.

"We might dilate here on the improved and improving moral and physical condition

of our people and county, but will only state that at least 95 per cent. of the indigent children of the county are now being educated.

"That our system is yet imperfect we freely admit, and we are in want of an agent whose duty shall require him to visit, direct, supervise, investigate and report each school separately, one qualified to examine and license teachers and so forth."

As a result of this report, and at the same meeting in 1849, Rev. Thomas Hume was elected the first superintendent of schools for the county, with a salary of \$500 per annum. Superintendent Hume made a faithful and efficient officer and served for two years, when he was succeeded by Leroy G. Edwards, who had for seven years been chairman of the board of commissioners, and who carried his love and zeal for the cause into the superintendent's office, where he did a splendid work through the next 10 years.

From 1845 to 1861 the schools grew in number to 30, with good frame school houses and with fair appliances and an excellent corps of teachers, who were zealous in their work. These teachers in 1845 assembled at Deep Creek, Norfolk County, and organized a teacher's institute, under the name of the "Seaboard Teachers' Association," which was probably the first teachers' association that ever met in the State or the South, for in its proceedings it is stated that "This organization is just twenty-five years after the first teachers' association of the United States, organized in Essex County, Massachusetts." Prof. N. B. Webster was made president, and in his address among other things he said: "Fellow teachers, we beseech your influence in behalf of the great cause of education and of civil liberty; a national association of enlightened educators would constitute the strongest bond of union between the conflicting interests of the various sections of our great Confederation of States. It is true now, as in the days of Cicero, that common desires or aversions tend to cement more closely the tie of amity. If the wicked Cataline pursued

this policy in his base attempt to ruin his country, shall not the friends of education adopt for their motto, and ardently loving the light of knowledge, and hating the dark tyranny of ignorance, associate themselves together for the accomplishment of their noble object, and prove to the world that intelligence and liberty are inseparable?"

But this splendid system of 30 schools which for 16 years had been open for 10 months per year, and had done so much for the county, came suddenly to an end. In the spring of 1862 the Federal Army took possession of the cities and the county of Norfolk, and the schools were not only closed, but the buildings destroyed, some were burned and others were torn down by the United States soldiers, and the timbers moved to the military camps and used to build winter quarters for the troops. Among those so destroyed were the buildings located at Wallaceton, Cornland, Good Hope, Bell's Mill and Tanner's Creek.

So completely were the schools and resources of our people destroyed by this terrible war that for a period of nine years, from 1862 to 1871, there were no schools, public or private, worthy of mention within the county, and such education as the children received was imparted at home by the mothers and older sisters. In 1868 by the adoption of a new Constitution, the State of Virginia was relieved from the burden of military government, and as soon thereafter as practical the General Assembly provided by law for the establishment of a free public school system throughout the State. Under this Act in December, 1870, Capt. John T. West was commissioned by Gov. Gilbert C. Walker as superintendent of schools for Norfolk County, with instructions to recommend to the State board of education three men from each magisterial district of the county, suitable to form a county school board.

The following gentlemen were recommended, and were appointed school trustees by the State board of education, to-wit:

John T. Griffin, D. T. Driver and W. J. Nicholson for Western Branch District.

Capt. Thomas M. Hodges, Willis W. Tucker and James F. Carr for Deep Creek District.

William R. Dudley, C. T. Foreman and E. H. Williams for Pleasant Grove District.

Harrison Etheredge, Griffin Jennings and Jesse D. Sykes for Butts Road District.

Maj. William H. Etheredge, Milton Catherell and Henry Butt for Washington District.

Washington T. Capps, Joseph R. Guy and James Sammons for Tanner's Creek District.

January 20, 1871, this board met at the Court House and organized with Supt. John T. West, ex-officio chairman, and Capt. Thomas M. Hodges, clerk. After hearing a report of Superintendent West as to the powers of the board and the deplorable condition of education in the county, the board with entire unanimity instructed the district trustees to at once organize separate schools for white and colored children wherever practical in their respective districts, and by resolution requested the board of supervisors of the county to submit to the vote of the people at the approaching May election the question of levying a tax of 30 cents on the \$100 of real and personal property to form a district and county fund, supplementary to that of the State. The board of supervisors promptly submitted the question, and the people by a large majority voted the levy. This assured a moderate support for the 19 white and 11 colored schools which had been opened by April 1, 1871.

Thus began the reorganized public school system of Norfolk County, which has grown in power, efficiency and popularity to this writing. Superintendent West continued the supervision of these schools through three terms until 1882, when he was succeeded by Jesse E. Baker, who served for four years, when Capt. John T. West was again elected superintendent, and has been re-elected each successive term to the present time, when he is at the head of a system of 125 schools (73 for white and 52 for colored pupils) with an enrollment of 7,000 children, and an average term of nine months for white and eight months for colored.

The last report of Superintendent West

shows that these schools are taught by a trained and experienced corps of teachers with a graded course of study from the primary to the high school. That there are 76 school buildings, fully equipped with patent desks, slate black boards, maps, globes, charts, etc., and valued at \$65,000, and that there are now in the course of erection two \$15,000 buildings with eight rooms each, and that there was expended for the past year:

For teachers' wages.....	\$ 36,466.75
For clerks and treasurers.....	1,613.43
For real estate, buildings and repairs.....	6,716.40
For contingent expenses	5,103.90

Total \$49,900.48

PUBLIC SCHOOLS OF NORFOLK.

A report of the superintendent in 1885 says: "A system of public schools was inaugurated in the year 1857. For many years before this date provision had been made by the city or borough for the instruction of the poorer classes. A school on the Lancasterian plan was located on the site of the present Fenchurch street school, and a night school was also opened for those whose occupation during the day debarred them from other means of instruction."

Thomas C. Tabb, a prominent lawyer, was charged with organizing and putting into operation a system of schools to meet the needs of the public. On his retirement, William D. Bagnall was elected superintendent and remained in office until his death in 1867. The vacancy was filled by the election of Hon. William W. Lamb. An ordinance was passed by the City Council in 1871 to reorganize the public schools under provisions of Acts of the General Assembly. Mr. Lamb was appointed to continue in the office of superintendent, which he held until his death in the year 1874. The officers of the public school board are Hon. John B. Whitehead, president; Richard A. Dobie, superintendent; and Richard C. Taylor, secretary.

Since 1857 there have been 10 superintendents, as follows:

1. Thomas C. Tabb, 1857 to 1865.
2. William D. Bagnall, 1865 to 1867.
3. William W. Lamb, 1867 to 1874.
4. Gen. Richard L. Page, 1874 to 1882.
5. Rev. C. S. Blackwell, 1882 to 1884.
6. R. G. Banks, 1884 to 1886.
7. James Barron Hope, 1886 to 1887.
8. George W. Taylor, 1887 to 1890.
9. Kenton C. Murray, 1890 to 1896.
10. Richard A. Dobie, 1896 (Still in office.)

Remarkable progress has been made in the past few years in bringing the public schools up to a higher plane, and in all that pertains to them,—their teachers, the school buildings, courses of study, and results achieved,—they will compare favorably with the public schools of any city in the South.

Much needed facilities have recently been afforded by the completion of three handsome, commodious, well-arranged and well-located school buildings and a site has recently been secured for a new public school building in Atlantic City Ward.

Norfolk has 12 school-houses, 10 brick and two frame, with a total of 65 rooms. There is an average of one acre of land to each school, and the total value of the public school property is \$150,000.

The cost of public education for the year ending July 31, 1899, was as follows:

Teachers' wages	\$40,780.00
Secretary of the board.....	500.00
City superintendent	1,350.00
City treasurer, commissions.....	110.40
Rents	1,250.00
Fuel and lights.....	683.42
Janitors	1,888.90
Text books for indigent children.....	470.77
Apparatus	49.00
Other contingent expenses.....	976.07
Total cost	\$48,058.56

Superintendent Dobie's report for the year ending July 31, 1899, gives the following figures regarding the enrollment and attendance:

Total number of pupils enrolled.....	3,343
Average monthly enrollment.....	3,092
Average daily attendance.....	2,677
Number of teachers employed.....	65
White teachers—males, 6; females, 48; total.....	54

Colored teachers—males, 1; females, 10; total....	11
Average number of pupils enrolled to each teacher.	48
Total number of days taught.....	198
Average age of pupils, 10.62 years.	

PUBLIC SCHOOLS OF PORTSMOUTH.

Although the origin of public education may be traced to an early date; and while public schools existed before, the regular free school system was not established by Act of Assembly until 1845. Prior to the incorporation of the city, the schools were managed in conjunction with Norfolk County. The town trustees, after the Act of 1845, secured the title to two lots, one on the corner of Middle and Glasgow streets in the First Ward of the city, and one near Fourth street, in the Fourth Ward. They built a brick academy on the first lot and opened four schools, and on the second lot a wooden building, with four schools. Some of the most prominent and successful citizens of Portsmouth received their education in these schools. They seem to have been supported by small tuition and admittance fees in certain instances, taxes assessed for the purpose, and contributions from the Literary Fund. The academy on the first-named lot was burned in 1857 and a larger and better one was erected in its place. It was known as "First District Academy." The city of Portsmouth was incorporated in 1858 and one-third of the profits of the "Norfolk County Ferries" was divided each month between the county and city for school purposes. After the Confederate War, all the schools reopened with an addition of two, and continued until the present system in a prosperous condition. A large brick building was completed in May, 1879, at a cost of about \$7,500 for the colored schools, which was then the finest school building in the city. In 1885 the school building in the Fourth Ward was constructed at a total cost of \$12,000, to take the place of the old wooden building. A lot was purchased on Green street and a handsome building was constructed and the schools removed from the first district building to that home. Here the



CITY COURT HOUSE, NORFOLK, VA.



THE NORFOLK ACADEMY, NORFOLK, VA.

first high school was instituted about 13 years ago with Prof. L. P. Slater as principal; and he was succeeded in 1889 by Prof. Willis A. Jenkins, the present head-master. A handsome new brick structure was erected for the new Fifth Ward in 1898, and now there are four handsome school buildings in the city with 38 schools and 2,000 scholars. The superintendents under the present system have been: James F. Crocker, Griffin F. Edwards and John C. Ashton, who is still in office.

The value of school property, August 1, 1900, was \$47,000. The expenses for the year ending July 31, 1900, were \$19,691.03. The officers of the public school board are: David A. Williams, president; George A. Tabb, treasurer; and William A. Culpepper, secretary.

THE NORFOLK ACADEMY.

In January, 1804, a charter of incorporation was granted to the "Trustees of the the Norfolk Academy," composed of the following gentlemen: Thomas Newton, Jr., John Nivison, Thomas Blanchard, Theoderick Armistead, Robert Brough, John E. Holt, Littleton W. Tazewell, Phillip Barraud, Alexander Jordan, Richard H. Lee and Arthur Lee. This corporation was endowed with all the powers usual to such bodies and is still a close corporation, that is, one in which vacancies are filled by the vote of the remaining members.

The original school building was situated on Church street, a part of its site now being occupied by the First Presbyterian Church. With the exception of one year, 1805, the school remained in its original location until it was removed in 1841 to its present site, in the square bounded by Bank street, Charlotte street, Cumberland street and Grigsby Place. The present building was planned by Thomas Ustick Walter, D. C. L., LL. D., of Philadelphia, the architect of Girard College and of extensions to many public buildings in Washington, D. C. For classicalness of style and

for appropriateness of design, we doubt if its equal can be found among preparatory schools of the South. In 1862 the academy building was seized by the United States authorities and used by them for three years as a hospital, its name being the "Delemater Hospital."

The character of the work done by the Norfolk Academy has always kept pace with the demands made upon preparatory schools by the leading colleges of Virginia and of the States north of us. Graduates of the Norfolk Academy have won honor at the University of Virginia, Johns Hopkins University, Lehigh University, Cornell University, Princeton University, Harvard University and the United States Academies at Annapolis and West Point, as well as at scores of minor colleges in this and other States.

The first principal of the Norfolk Academy was Rev. James Whitehead, who remained in charge for only a short time. In fact there were frequent changes of administration until 1845, when Col. John B. Strange (V. M. I.) assumed charge of the school. He remained principal until 1855, and was succeeded by John S. Gamble, who, in turn, was followed by William R. Galt. From 1865 to 1882, Rev. Robert Gatewood, who had been formerly employed as assistant teacher at the academy, was principal, and under his administration the school was particularly successful in the training of boys for the United States Naval Academy. In 1882 R. W. Tunstall and James H. Dillard were elected joint principals, but the latter resigned in 1887 to accept a flattering offer in St. Louis, Missouri, as president of Mary Institute, from which place he was called a few years afterward to the professorship of Latin in Tulane University, New Orleans. R. W. Tunstall was sole principal from 1887 to 1900, when he resigned to accept the professorship of Latin and Greek at Tome Institute, Port Deposit, Maryland. J. F. Blackwell, who had been his first assistant for 11 years, was elected principal in May, 1900. The present board of trustees consists of the following gentlemen: Richard H.

Baker, Sr., president; Hon. William Lamb, vice-president; Smith N. Brickhouse, William W. Chamberlaine, George W. Dey, Judge D. Tucker Brooke, Dr. Douglas C. Cannon, Judge F. M. Whitehurst, John B. Jenkins, Judge T. S. Garnett, H. B. Bagnall, and George Chamberlaine, secretary and treasurer.

The Norfolk Academy has had but one endowment in all its long history, this having been made by Dr. Augustine Slaughter, with the understanding that one or two poor boys should be educated annually from the interest derived from this sum, amounting to \$4,454.17.

By an order of the court, this sum was used, together with other funds, in the erection of the present building and a deed of trust upon the property executed by the trustees of the Norfolk Academy. In lieu of interest upon this mortgage, the academy has ever since educated from six to ten boys annually free of charge. It will thus be seen that the Norfolk Academy has maintained its high character from tuition fees alone, which, in consideration of the moderate charges—\$60 to \$80 per annum—is rather remarkable. It seems strange that no public-spirited alumnus or philanthropist, except Dr. Slaughter, has seen fit to endow this school, which has been such a power for good in Norfolk and its vicinity, and it is to be hoped that its needs in this line will not very much longer remain unsatisfied.

NORFOLK'S LIBRARIES.

The recent handsome gift of Andrew Carnegie to Norfolk for the erection of a library building did much to increase the large and growing interest in the Norfolk Public Library, which, though not generally known, has been in existence for nearly three-quarters of a century, but not without some interruptions. Some of this history has never been put before the public, and to give it just at this time will serve to make it doubly interesting.

While there were many private libraries of

value known to have existed in Norfolk in the early part of the nineteenth century, conspicuously those of Gen. Robert B. Taylor, Hon. Littleton W. Tazewell, Hon. William Wirt, Hon. William B. Lamb and others, there is no public library known to have been in the city of Norfolk before March 22, 1827, when the Lyceum was opened through the exertions of Hon. William Maxwell, one of the most distinguished lawyers that Virginia ever produced, and who in late years left Norfolk for Richmond to become the editor of the *Virginia Historical Register*, and manager of the Virginia Historical Society.

The Lyceum was erected on the north side of Wolf street, which then ran, as now, from Catherine (now Bank) to Cumberland. There was a small lane to the east of it, which has since become Chapel street, running through from Wolf to Freemason.

Besides having a circulating library, the building was used for public lectures and meetings of literary associations. The library lasted over a decade, when it was sold, and the building was purchased by the Odd Fellows, who enlarged it by putting a second story on the same. The building was subsequently destroyed by fire.

Some twenty years after, there was a library established by the Washington Institute, which flourished for a while, but was broken up by the fever of 1855.

In August, 1870, the Norfolk Library Association was organized and Dr. Samuel Selden elected president. In October, 1872, it was chartered by the Circuit Court, and Dr. William Selden was selected president. He was followed in the presidency by a number of other leading citizens, and the library flourished; but it was moved from the Norfolk Academy to the Young Men's Christian Association Building on Main street, against the judgment of many of those interested. It remained there a very short time and was then moved to the present library building. The move from the Norfolk Academy, where the rent was free, proved very disadvantageous,

and after the subscriptions were all paid up the income was insufficient to keep the library going, and it was about to be sold in 1894 for debt, when, with the consent of the stockholders, the books were transferred to a few gentlemen upon the condition that they would pay the debts of the institution and organize a public library. Col. William Lamb was elected president and John L. Roper vice-president of the new organization. William H. Sergeant was elected librarian, a most fortunate selection, as he gave for a very small remuneration the benefit of his experience as the former librarian of the Mercantile Library of Baltimore. In getting the charter from the legislature, the president had inserted authority for the Councils of the city of Norfolk to appropriate a sum not exceeding \$5,000 a year toward the support and maintenance of the library. After the adoption of the charter, the Councils were persuaded to appropriate \$1,500 a year, and they have continued it to the present time.

The library has gone on increasing, and the attendance in the year 1900 amounted to 53,000, and 26,000 volumes were given out.

The librarian and his efficient assistant are to a great extent the instructors of our young people in their search after knowledge, especially in their assistance to the young in preparing essays, orations and debates, and they have made the library the capstone of our public school system.

Recently Mr. Myers, one of the directors, wrote Andrew Carnegie and asked that he extend the same generosity toward this community that he had to others in the matter of

a library, and he responded very promptly through his secretary that he would give the city of Norfolk \$50,000 towards the erection of a library building if the city would guarantee an appropriation of \$5,000 a year toward the support of the library and a suitable site.

Colonel Lamb, president of the Norfolk Public Library, went before the Councils and requested them to make this appropriation and to request Mr. Carnegie to make the gift through this institution, which already possessed a most valuable library, and whose president and directors were the trustees for the benefit of the public in the conduct of the library without any reward, except their satisfaction in contributing to the entertainment and instruction of the community by offering them the benefits of a well-conducted library, and both Councils responded favorably by a unanimous vote.

At the same time, through a favorable decision of the Supreme Court of Virginia in the case in which the late H. D. Van Wycke was interested, he left through his executor, Capt. W. W. Old, about \$15,000 toward the purchase of a lot for the public library.

It is now only a question of a short time before the city will have a public library building for a well-conducted library, which will be a source of great pride to the community.

There are three collections of books accessible to the public at Norfolk—the library of the Norfolk Library Association, 8,000 volumes; the Norfolk Y. M. C. A. Library and the Law Library of the Norfolk and Portsmouth Bar Association.

CHAPTER XIII

CHURCHES AND BENEVOLENT ORGANIZATIONS

THE CHURCH OF ENGLAND IN THE COLONY OF VIRGINIA—ELIZABETH RIVER PARISH—THE PARISH DIVIDED INTO ELIZABETH RIVER, PORTSMOUTH AND ST. BRIDE'S PARISHES—ST. PAUL'S CHURCH AND NORFOLK LONG AGO—OTHER PROTESTANT EPISCOPAL CHURCHES IN THE COUNTY.

THE CHURCH OF ENGLAND.

The Church of England was the Church of the Colony of Virginia and Governor Wyatt's instructions under date of July 24, 1621, required him "To keep up religion of the Church of England as near as may be."

The Act of the General Assembly of March 5, 1623-24, provided:

That there shall be in every plantation, where the people use to meete for the worship of God, a house or roome, sequestered for that purpose, and not to be for any temporal use whatsoever, and a place empaled in, sequestered only to the buryal of the dead.

That whosoever shall absent him-selfe from divine service any Sunday without an allowable excuse shall forfeit a pound of tobacco, and he that absenteth him-selfe a month shall forfeit fifty pounds of tobacco.

That there be an uniformity in our Church as neere as may be to the canons in England; both in substance and circumstance, and that all persons yield readie obedience unto them under paine of censure.

That the 22nd of March be yearly solemnized as holliday, and all other hollidays (except when they fall two together) betwixt the feast of the annunciation of the blessed virgin and St. Michael the archangel, then only the first to be observed by reason of our necessities.

That no minister be absent from his Church above two months in all the Yeare upon penalty of forfeiting half his means, and whosoever shall absent above fowre months in the year shall forfeit his whole means and cure.

That whosoever shall di-parage a minister with-

out bringing sufficient prooffe to justify his reports whereby the mindes of his parishioners may be alienated from him, and his ministry prove the less effectual by their prejudication, shall not only pay 500 lb. waight of tobacco, but also aske the minister so wronged forgiveness publickly in the congregation.

That no man dispose of his tobacco before the minister be satisfied, upon pain of forfeiture double his part of the minister's means, and one man of every plantation to collect his means out of the first and best tobacco and corn.

The 22nd of March was set apart as a holiday in commemoration of the escape of the Colony from entire annihilation by the terrible massacre by the Indians on the 22nd of March, 1622.

The fees of ministers for marriage were two shillings and for burying, one shilling. Their deportment was regulated by law, which prohibited them from drinking to excess, spending their time idly by playing at dice, cards or any other unlawful game; and they were enjoined to occupy themselves with honest studies, to excel others in purity of life and be examples to the people. They were required on every Sunday before the evening prayer for an hour or more to instruct and catechise children. Parents and masters who neglected to send children to Sabbath-school were censured by the courts.

From the earliest records of Lower Norfolk County there was a church at Lynnhaven near the home of Capt. Adam Thorogood. At a session of the County Court held on the 21st of November, 1638, in compliance with an order from the "Governor and Council for the building and erecting of a Church in the upper part of this County, with reference to the Commander and Commissioners of the said Court for the appointing of a place fitting and convenient for the situation and building thereof," the court appointed Capt. John Sibsey and Henry Sewell a committee to carry out the order, and the church was located on Mr. Sewell's land on a site donated by him for the purpose.

At the court held on the 15th of May, 1637, it was ordered that John Wilson, minister of Elizabeth River Parish, should solemnize bans of matrimony between the parties therein named, so I conclude that he was the first minister of the parish. He had a hard struggle with poverty, his tithes were unpaid, judgments for his debts were obtained against him which he was unable to pay, and with the prison staring him in the face, he died in 1640. The sheriff was directed to take charge of his estate, collect the tithes due him and pay his debts, and it was ascertained that only two men in the county had paid their tithes for the previous year.

Notwithstanding this condition of affairs, Rev. Thomas Harrison became an applicant for minister of the parish and was appointed by the court, on the 6th of July, 1640. Lieut. Francis Mason and Thomas Mears qualified as church wardens of Elizabeth River Parish.

On the 25th of May, 1640, the County Court ordered: "Whereas the inhabitants of this parish being this day confronted for the providing of themselves an able minister to instruct them concerning their souls hereat, Mr. Thomas Harrison, Clerk, hath tendered his services to God and the said inhabitants in that behalf which his said tender is well liked of, with the general approbation of the said inhabitants, the parishoners of the parish

Church at Mr. Sewell's Point who to testify their zeal and willingness to promote God's science do hereby promise and the Court now sitting doth likewise order and establish the same to pay 100 pounds yearly to the said Harrison salary as long as he shall continue minister to the said parish, a recompense of his pains and in full satisfaction of his rates (tithes) within the limits which is to be paid to him as follows: Captain John Sibby, Lt. Francis Mason, Mr. Henry Sewell are to pay for themselves and the inhabitants of this parish for Capt. Willoughby's plantation to Daniel Tanner's Creek thirty-two pounds, ten shillings sterling. Mr. Cornelius Lloyd, Mr. Henry Cotten and Job Hill are to pay for the inhabitants of the Western Branch and Carney Point thirty-three pounds sterling. Mr. Wm. Julian, Mr. John Gatier, Ensign Thomas Lambert, Thomas Swain, Thomas Meare and Ira Atkins are to pay thirty-six pounds sterling for the inhabitants from Daniel Tanner's Creek and of all the Eastward and Southward Branches. In testimony whereof we the said undertakers have hereunto subscribed our names.

* * * * *

"Whereas there is a difference among the inhabitants of the aforesaid parish concerning the employing a minister being now entertained to have among them the inhabitants from Daniel Tanner's Creek and upward the three branches of the Elizabeth River, in respect they are the greatest number of teachable persons not thinking it fit and equal that they should pay the greatest part of one hundred pounds, which is by aforesaid Act allotted for the minister's annual stipend unless the said minister may teach and instruct them as often as he shall teach the parish Church at Mr. Sewell's Point. It is therefore arranged amongst said inhabitants that the said minister shall teach every other Sunday amongst the inhabitants in Elizabeth River at the house of Robert Glascock until a convenient Church be built and erected here for God's science which

is agreed to be furnished at the charge of the inhabitants of Elizabeth River before the first day of May ensuing." It was not finished, so the court ordered its completion and services were held in it in October, 1641.

When Henry Sewell died, his wife soon followed him to the grave. They were buried under the chancel of the church and Rev. Mr. Harrison performed the last sad rites and for his services charged 1,000 pounds of tobacco, for which he sued the administrator, and the court gave judgment and ordered the tobacco to be paid in 10 days. Rev. Mr. Harrison became imbued with Puritanism and on the 15th of April, 1645, charges were preferred against him by Mathew Phillips and Thomas Ivey, church wardens of the parish, "For not reading the book of common prayer and for not administering the sacrament of baptism according to the canons and order prescribed, and for not catechising on Sunday in the afternoon according to Act of the Assembly." The matter was transferred to the Quarter Court at James City for trial; but Mr. Harrison shortly afterward moved to Plymouth, Massachusetts.

August 10, 1648, Capt. John Sibsey, Francis Mason, Thomas Lambert, John Hill, Cornelius Lloyd, Henry Catlin and Thomas Sayer, vestrymen of Elizabeth River Parish, met and elected Mathew Phillips, Thomas Browne, John Fferinghaugh and Thomas Ivy to fill vacancies in the vestry. They adjourned to meet in October, when they added Sheriff Richard Conquest to their body and directed that Rev. Richard Powis, who had been preaching to the inhabitants of the parish for about four years, should have and receive one year's full tithes in tobacco and corn. John Hill and William Crouch were elected churchwardens for Elizabeth River Parish. In 1649 William Crouch and James Warner were churchwardens.

The churchwardens were required to keep the church in repair, provide books and ornaments, to collect minister's dues, and render an account of disbursements, to present to court blasphemous, wicked and dissolute persons, to

cause vestries to be summoned to meet within one month after receiving order for processioning land, to give notice at church of persons and times appointed to procession, to examine in presence of vestries, and compare with the originals, the registers of returns made by processioners, and certify the same, to bind out by order of court children of poor persons unable to maintain or educate them.

The law required that 12 of the most able men of each parish should be chosen by the major part of the parish to be a vestry, out of which number the minister and vestry were to make choice of two churchwardens yearly.

On the 17th day of January, 1734, Rev. Meses Robertson, John Ellegood, churchwarden, Col. George Newton, Maj. Samuel Boush, Stephen Wright, John Corprew, Thomas Wright and Willis Wilson, Gents., vestrymen, conveyed to Samuel Smith the Glebe, now embraced in the city of Norfolk. On the 5th of March, 1761, the General Assembly at Williamsburg, Virginia, upon the petition of the inhabitants setting forth the great inconveniences of so large a parish, divided Elizabeth River Parish into three distinct parishes from the 1st of May, 1761. All that part of the old parish lying northward and eastward of the Elizabeth River and the Eastern Branch was to retain the name of Elizabeth River Parish. All that section between the Eastern and Southern Branches of the Elizabeth River, running up New Mill Creek to Rothery's Mill, thence south 30 degrees west to the great Dismal Swamp, as far as the line dividing the Colony from North Carolina, and then down the said line to the line of Princess Anne County, thence along that line to the Eastern Branch, was named St. Bride's Parish. And all that section west of this parish was named Portsmouth Parish. St. Bride's alludes to the spiritual marriage of St. Catharine who, according to legend, had the bridal ring placed on her finger by our Savior in his childhood. As St. Catharine was never married *corporally*, she has been called the "Bride of Heaven," that is "Saint Bride." The vestry of the old Eliza-

Elizabeth River Parish having been guilty of illegal practices oppressive to the inhabitants was dissolved, and all the acts were declared null and void. The sheriff was directed to advertise one month before the 8th day of June a convenient time and place where the freeholders and house-keepers of the parishes, respectively, should meet and elect 12 of the most able and discreet persons of the respective parishes to be vestrymen. The vestry of St. Bride's Parish was directed to sell the glebe land of the old parish and divide the purchase money between the three vestries to be applied toward purchasing glebes in their respective parishes for the use and benefit of the ministers.

The vestry of the old parish, having levied and collected considerable money to build walls around the churchyards, was directed to make division thereof between the three parishes in proportion to the number of tithables in each parish, to be used toward building churches and such other public uses as the vestries should think proper. The first election for vestrymen in the three new parishes resulted as follows:

ELIZABETH RIVER PARISH.

No. of Votes.	No. of Votes.
Mathew Godfrey..... 291	Saunders Calvert..... 157
John Hutchings..... 193	Lewis Hansford..... 146
Joshua Nicholson..... 188	Charles Sweny..... 144
George Abyvon..... 181	Christopher Perkins.. 133
Robert Tucker..... 171	John Tucker..... 131
William Orange 167	William Ivy..... 109
June 4th, 1761.	

PORTSMOUTH PARISH.

No. of Votes.	No. of Votes.
John Tatem..... 281	George Veale..... 219
Thomas Creech..... 280	Thomas Veale..... 219
James Ives 279	Thomas Grimes..... 169
John Ferebee..... 279	William Crawford.... 159
Giles Randolph..... 273	Jeremiah Creech..... 129
John Herbert 233	Richard Carney..... 128
June 5th, 1761.	

ST. BRIDE'S PARISH.

No. of Votes.	No. of Votes.
John Portlock..... 251	Samuel Happer..... 232
Robert Tucker..... 250	James Wilson..... 228

James Webb..... 249	Henry Herbert..... 205
Joshua Corprew..... 249	John Wilson..... 186
William Smith..... 240	Malachi Wilson, Jr... 176
Thomas Nash, Jr..... 239	William Happer..... 155
June 6th, 1761.	

These vestrymen-elect subsequently appeared in court and qualified by taking and subscribing to the following oaths:

I, _____, do declare, that I do believe that there is not any transubstantiation in the sacrament of the Lord's supper, or in the elements of Bread and Wine at or after the consecration thereof by any person whatsoever.

I, _____, do declare that I will be conformable to the doctrine and Discipline of the Church of England.

As provided in the Act of General Assembly dividing Elizabeth River Parish into three, Henry Herbert, William Smith, John Portlock, Thomas Nash, Jr., James Wilson, Joshua Corprew and John Wilson, vestrymen of St. Bride's Parish, sold the glebe land at public auction to John Tucker for three pounds and six pence per acre, 172 acres, amounting to 520 pounds and six shillings.—their deed is dated October 20, 1761.

August 1, 1763, William Smith and Ann his wife conveyed to James Pasteur, minister, John Portlock, churchwarden, and James Webb, Joshua Corprew, Robert Tucker, Jr., Thomas Nash, Jr., Samuel Happer, William Happer, Malachi Wilson, Jr., John Wilson, James Wilson, Jr., and Henry Herbert, vestrymen of St. Bride's Parish, 200 acres of land in said parish for £350.

October 12, 1765, Samuel Boush and Catharine his wife, in consideration of £125, conveyed to Rev. Thomas Davis, minister, William Orange and Joshua Nicholson, churchwardens, and John Hutchings, Sr., William Ivy, Robert Tucker, George Abyvon, Lewis Hansford, Mathew Godfrey, John Willoughby, John Hutchings, Jr., and Paul Loyall, vestrymen of Elizabeth River Parish, four lots or two acres of land known by the numbers 49, 50, 57 and 58.

In connection with the above, the following receipt will be of interest:

Rec'd 30th Janry 1775 from Captain A. B. C. (Executor), by the Hands of Mr. Tabb forty shillings for preaching a sermon at the funeral of the late X. Y. Z.
THOS. DAVIS.

In 1764, Thomas Nash and Samuel Happer were churchwardens for St. Bride's Parish; Mathew Godfrey and Lewis Hansford for Elizabeth River Parish; and Thomas Creech and Amos Etheridge for Portsmouth Parish. In 1767, John Whiddon and John Corprew qualified as vestrymen for St. Bride's Parish. In 1771 Arthur Boush and Matthew Phripp qualified as vestrymen for Elizabeth River Parish,—in 1772, John Taylor was elected vestryman for the parish.

On the 17th day of December, 1773, the County Court ordered the sheriff to "Advertise the Parish land and negroes will be hired out on the first of January next." William Happer and John Corprew were churchwardens for St. Bride's Parish in 1774, and Mathew Phripp and John Hutchings for Elizabeth River Parish in 1775.

Under the Commonwealth the vestries of Portsmouth and Elizabeth River parishes were dissolved and new vestries ordered before April 1, 1779. Pursuant to this, January 18, 1779,—“This day Thomas Veale, John Herbert, Samuel Veale, John Morris, William Baily, William Booker, George W. Burgess, John Baine, William More, David Porter, Joshua Miers and John Powers took the oath of vestrymen of the Parish of Portsmouth and entered upon the duties of their office.” And on the 18th of March, Mathew Godfrey, James Taylor, Mathew Phripp, Thomas Newton, Jr., Paul Loyall, George Abyvon, John Tabb, Goodrich Boush, John Willoughby and Pruson Bowdoin took the oath as vestrymen of Elizabeth River Parish and entered upon the duties of their office. These were the first church officials in Norfolk County who qualified under the Commonwealth of Virginia. On the 16th of October, 1783, Isaac Luke and William Por-

ter qualified as vestrymen of Portsmouth Parish.

On the 16th day of July, 1784, James Taylor, Gent., produced to the County Court an account of the hire of the negroes belonging to the several parishes in the county, amounting to £81, 19s. 7d.; after deducting sundry expenses, it was ordered that the said Taylor should pay to the churchwardens of each parish their proportion of the said money in his hands. On the 19th of September, 1788, Paul Proby and Paul Loyall were ordered by the court to pay the overseers of the poor £7, 11s. 1½d., the balance in their hands, and to collect the money due for the hire of the parish negroes for 1785, and the clerk was directed to deliver them a copy of the said account of the hire of the negroes.

St. Paul's Protestant Episcopal Church.

NORFOLK LONG AGO AND ITS OLD MOTHER CHURCH.

A lecture delivered in St. Paul's Sunday-school room May 12, 1879, by Col. William Lamb at the request of the Ladies' Parish Aid Society of St. Paul's Church, Elizabeth River Parish.

I would not presume to come before this or any other audience in the capacity of a public lecturer of my own volition, but I was invited by the ladies of the Parish Aid Society to deliver one of this course of lectures, and I thought it my duty to accept. I have come, however, with no such interesting or instructive literary or scientific effort as you have heard from the distinguished gentleman who has preceded me, but with a plain story of Norfolk Long Ago and its Old Mother Church, with some common place incidents in a boy's life associated with old St. Paul's.

I have chosen this subject because I had a right to feel that all who would assemble here this evening must be more or less interested in that ancient, ivy-covered building, from its broad foundation, to its sheltering eaves, where the sparrows build their nests, up to the peaks of its homely gables and in every thing connected with its history and surroundings. That

Old Church and its God's acre compose our Westminster Abbey. Here the worthy forefathers of Norfolk sleep. It is true they had no titles in the books of heraldry, but the ties of consanguinity and marriage gave them titles more precious to the loved and loving ones than any that Parliament, or King or Queen, could possibly bestow.

In 1680, an Act was passed by the Colonial Assembly of the Colony of Virginia for the purchase of 50 acres of land at convenient points in the Colony, "for the establishment of towns for the encouragement of trade and manufacture."

Under this Act 50 acres were purchased August 16, 1682, from Nicholas Wise, a house carpenter of Elizabeth River Parish, in the county of Lower Norfolk, by Capt. William Robinson and Lieut.-Col. Anthony Lawson, feoffees, in trust for said county, for and in consideration of the sum of 10,000 pounds of good merchantable tobacco and caske. The grant embraced all the land on the Elizabeth River from the eastern to the western limits of the present Main street, bounded on the north by Back Creek, which at that time flowed from the river eastwardly nearly to Church street. Its owner, Nicholas Wise, could not write his name, so he made his mark to the deed, and affixed his seal in the presence of four witnesses. This was the first of "Norfolk Towne."

In 1705, a considerable population had been attracted to this place by its favorable situation for health and trade, and in October of that year Norfolk was incorporated as a town.

In September, 1736, Norfolk Borough was established by royal charter, it being considered by King George II a healthful and pleasant place, commodious for trade and navigation. Samuel Boush, Gent., was appointed mayor under the charter, but he died before qualifying, and in November following George Newton, Gent., was elected to fill the vacancy. In 1739, three years after the borough was in-

corporated, our Old Church was built, as we learn from the date on its southern gable.

Forrest in his "History of Norfolk," published in 1853, says: "Samuel Boush, Esq., the first mayor of the Borough of Norfolk, three years after his appointment, presented to the parish the grounds occupied by St. Paul's Church, including the old graveyard. The initials of his name may be seen in large capitals in the brick work of the south end of the church with the date 1739." Bishop Meade in his "Old Churches of Virginia," published in 1857, in speaking of the vestry in 1749, says: "Among the first was Col. Samuel Boush, who gave the land on which St. Paul's and its graveyard stands, and whose tombstone, at the door of the church, tells where his body lies." In December, 1828, when the trustees of Christ Church refused Dr. French the use of the Old Church of which they were temporary custodians, they said: "That, this property, as they are advised, was a donation from Mr. Samuel Boush for the exclusive use of the congregation of the church they represent and none other, under a forfeiture of the same." These statements were made in good faith from tradition, but the record contradicts them.

Mr. Forrest makes Mr. Boush, the first mayor of our borough, present the land three years after his decease, while Bishop Meade makes the son, Colonel Boush, the donor. The trustees of Christ Church seem to have been advised that it was a gift or legacy from the father to the parish upon certain conditions. Now neither Samuel Boush, Sr., nor his son, Colonel Boush, could have given or devised this land except by deed or will of record in the clerk's office of Norfolk County, and I have diligently searched the complete records of deeds and wills from 1680 to the will of Colonel Boush recorded in 1750; neither father nor son gave any land to Elizabeth River Parish within the limits of Norfolk County. I found from the deed of Peter Malbone,—conveying to his daughter, Apphia Malbone, "A

lot of land in Norfolk Towne $\frac{1}{2}$ acre beginning at a white stone, the southernmost corner-stone of my first lot, next to the Church,"—that a church stood, August 19, 1726, in the church grounds, where we now are and not far from the present Cove street. The deed of Col. Samuel Boush to Capt. Simon Hancecock, November, 1737, and the deed of Peter Malbone to Capt. Nathaniel Tatem, November, 1738, also show that the first church was standing next to and north of Malbone's land, and on Church street, which last recital contradicts the tradition that the present church, erected in 1739, gave the name to Church street. Undoubtedly when the corporate limits were extended under the charter of 1736 to Town Bridge, the present Church street was laid out and given its name from the former church, which was then taken down after the erection of the present one.

Having found that this cemetery was not the gift of Samuel Boush, let us inquire when it was dedicated to the dead.

By a general law, passed in the Colony in 1667, the right was vested in the County Courts, when expedient, to set aside and appropriate not more than two acres of land for church and burial purposes. As one and three-fourths acres is the area of this cemetery, it was doubtless thus appropriated to its present uses. "Norfolk Towne" was laid out in 1682, and soon became inhabited. Capt. Samuel Boush gave a chalice to the "Parish Church of Norfolk Towne," in March, 1700, showing that a church must have been erected. But in 1686, 14 years before this and four years after the town was laid out, Francis Lord Howard, Governor, gave "with the advice and consent of the Councell of State" 100 acres of land adjoining Norfolk for a glebe for Elizabeth River Parish.

As these glebes, together with the payment of tithes of tobacco and corn, were for the support of the minister and church in each parish, it is not reasonable to suppose that 1686 is the date of the erection of the first church on these grounds, 53 years before the present structure

was built? Tradition informs us that Col. Samuel Boush imported and gave the bricks toward the erection of the present church. It may be that he had the initials of his father's name put upon the southern gable as a memorial of one who had been so long and so conspicuously associated with the parish; or the vestry may have put his initials there in consideration of his liberality. Whether they were intended for the initials of father or son, the history of Elizabeth River Parish, from 1700 down to the Revolution, shows no name more worthy of being thus perpetuated than that of Samuel Boush. Three generations of the same name during that period were prominent in the affairs of the parish.

There is no doubt that this graveyard has been the burial-ground of our fathers for nearly 200 years. Tradition so reports it, and I have conversed with our oldest people and they have never heard of any other used before it. I called on old Capt. Edward L. Young a few weeks before his recent death. He was in his 97th year, and for more than half a century had occupied positions which made him familiar with the topography of Norfolk and its surroundings. Although his physical sight was gone, his mental vision was unimpaired, and he was very positive that no public burial-ground existed prior to the establishment of this cemetery for Norfolk. If there had been, he would undoubtedly have found some evidences of it while he was the public surveyor for the borough and city of Norfolk. I have been repeatedly informed that tier upon tier of coffins have been unearthed in this yard by the sexton when digging graves previous to the establishment of Cedar Grove Cemetery. There is no monument to be found, except the two recently brought from James River, with a date anterior to 1744, and one with this date was removed from the private burial place of the Taylor family, which was on the site of the present Custom House lot. But the absence of ancient monuments proves nothing against the claim that this was the original God's acre of "Norfolk Towne," for within the memory

of some of our present inhabitants two-thirds of the monuments which were in this yard in their day have disappeared. Many were doubtless destroyed and carried away during the occupancy of our Old Church and its graveyard by British troops during the Revolution, and some from being constructed of soft sandstone have crumbled with age. There were numberless graves in this yard that never had a headstone, for tombstones at that early day had to be imported and were necessarily expensive.

A century and more ago it was a common custom to have family vaults for burials adjoining the residences of the wealthier class of citizens. The remains of some of them can still be found in different parts of our city, and in my boyhood gave rise to many negro superstitions of haunted houses. It seems a strange taste to us in these modern times, when more than two generations of a family seldom occupy the same residence, but the early days of our town and borough were the days of primogeniture and entails. When men accumulated wealth they did not have the present thirst for public notoriety. Official position was not then the gift of the multitude. Commissions came 3,000 miles across the sea, and were often brought by the fortunate recipients of royal favor. Our solid forefathers sought to found a name in the community in which they lived by establishing a home for their descendants. They built for themselves substantial residences, surrounded by convenient out-houses and enclosed by brick walls, storm proof against the equinoctial gales; and when their loved ones died, they buried them in a family vault in the garden, under the shadow of their roof-tree, and away from the crowd's ignoble strife. We do not think these houses of the olden times would suit our habits and customs now, but they were grand old establishments. I can recollect some of them before the light of other days had clean gone out on the old hearthstones, and their memory has been mellowed and hallowed by time. I recall one representative home, standing at a corner, with its thick

walls, two stories and a half high. A broad wainscoted hall running through the building; a capacious parlor with its brass andirons and lion-legged fender on one side; a sunny sitting room and a big hospitable dining room on the other; the broad sideboard, as dissipated-looking as the tap room of an old time country tavern; no carpets, but waxed hard-pine floors, with an occasional rug, and on the large one in the dining room its constant companion, the house dog; no counterfeit chromos nor daubs with Dutch gilt frames disfigured the walls, but some masterpieces adorned the parlor, a pair of hunting scenes in water colors enlivened the dining room, while in the hall ancestors with pretty faces emerged out of indescribable dresses, with no waists to speak of, and intelligent and brave-looking gentlemen were narrowly escaping strangulation in villainous stocks. Upstairs was redolent with rose-leaves in vinegar; the bed rooms, with great, high-post bedsteads, with curtains defying the changes of temperature without. The kitchen, a Dutch-roofed, one-story brick house, with tremendous chimneys at either end, sufficiently far from the mansion to prevent the smell of cooking even with a favoring wind; and a large square smoking-house, where the family bacon was cured, stood in the paved yard; then there was the stable for the horse and the inevitable cow, which an English poet said every lady in Norfolk kept somehow; the wood-shed with its autumn-pile, reminding one of a steamboat landing on the James River in the olden time. Then the flower garden flanking the residence, with the old-fashioned lilacs, snow balls, wall flowers and roses; and the big back garden for vegetables, with a stray sunflower or two, and in it, enclosed by a forbidding wall, the family burial vault. We do not believe your modern cook, with all her cooking stoves and patented contrivances, could ever reach the perfection of those old Virginia negroes who presided over the old-time kitchen. And such a kitchen! The capacious chimney, large enough to roast an ox, with the huge crane that could swing pots enough to boil the oil for Mor-

giania to scald the "Forty Thieves," with the back-log of oak smouldering away, and the hickory sticks cracking, singing and treading snow in front. How the Lynnhavens would open their mouths before that fire! And the steak and chops and cuts of venison would broil superlatively on those living coals! The dinners of our forefathers often gave the gout, but dyspepsia, never.

Of a wintry night, when the December winds would howl around the old Dutch-roofed kitchen, how the old Guinea negro nurse would make the white teeth of the piccaninnies chatter, and the older heads roll their eyes, when she would tell how on such a night, long time ago, she had seen with her own eyes "Old Massa," who was buried in the garden, come from the vault and walk around the lot, looking sad and distressed, because "Young Missis," who was of one of the first families in Virginia, had "done gone" and married one of the "poor white trash." And then the blasts of wind, stirring the leaves and slamming the blinds, would make those "darkies" start and listen, until they became so scared that none would go to bed that night, but break of day would find them fast asleep around the kitchen fire.

We admit with modern philosophers that the world has grown better with advancing years; we suppose that to doubt it would be to question the humanizing influences of Christianity, but in those days individual character was as grand and massive as it is now. Those sterling men who moulded our institutions have no superiors in our times. Doubtless the great mass of humanity had not attained the intellectual and spiritual elevation that has since been reached, but the professional and middle classes seem, looking at them through the vista of the past, to have had a solidity that we seldom find now. Like our Old Church many may have had a seemingly rude exterior, but they had all the elements of true greatness within. They had not become imbued with the modern idea of becoming great men, and leaving their foot-prints in the sands of time.

They had the good sense to realize that few can reach the pinnacle of earthly fame; that their noblest work was to act well their part in their day and generation, for the winds of heaven will cover over, and the tides of ocean will wash out, all footprints on the sand before the moon can wax and wane. Where are the footprints left by the hundreds who now sleep silently around us? And yet, who would not rather choose the lot of many who lie in these forgotten graves, than of those who, to gain an earthly name, stirred from its depths man's mad ambition, deluged once smiling lands in human blood, and sowed the seeds of sorrow in countless broken hearts.

Like some aged Nestor, our Old Church has stood while a hundred and forty years have rolled over its head. It was erected in the Colony of Virginia which, under the fostering administration of Governor Gooch, was then peopling the lovely valley beyond the Blue Ridge with that splendid stock of Scotch-Irish, whose descendants have done so much toward the elevation of Virginia character. It was about the same time that the rich lands bordering on the Shenandoah were settled by the Germans from Pennsylvania, who long after retained their language, correct habits and simplicity of manners. Bancroft, the historian, in writing of this period, says: "The 18th century was the age of commercial ambition, and Virginia relinquished its commerce to foreign factors. It was the age when nations rushed into debt, when stock-jobbers and bankers competed with landholders for political power; and Virginia paid its taxes in tobacco, and alone of all the Colonies, alone of all civilized States, resisting the universal tendency of the age, had no debts, no banks, no bills of credit, no paper money."

It was the very year, 1739, that England declared war against Spain, and the "Mistress of the Seas," in sending her fleets to capture the Colonies of the discoverers of America, took the first step which led the way to the independence of her own.

France and Spain were allies, and the loyal

Colony of Virginia, and her principal seaport, Norfolk, sympathized with the mother country. The Indian wars had not then been incited upon our Western borders by the French, but the Colonists were in the midst of exciting times, for we find in the early records of the borough, in September, 1741, three years after the erection of our church, a resolution by the board of aldermen, that for the future the inhabitants of this borough shall, to prevent any invasion or insurrection, be armed at the church on Sundays, and other days of worship or Divine service, under penalty of five shillings. Imagine our present congregation attending church armed! The vestrymen passing the plates with swords dangling at their sides, and the squad of young men who balance themselves on the curbstone in Church street, when the people are passing out, each with his gun, presenting arms to the young ladies as they pass in review!

In 1746, we find the inhabitants of the borough manifesting their loyalty by a grand procession in celebration of the defeat of the Pretender, by His Royal Highness the Duke of Cumberland, at the battle of Culloden. It was a gay affair. They had an effigy of the Pretender seated in an arm-chair drawn in a cart, musicians of every description were in the crowd, and a nurse carrying a warming-pan with a child peeping out of it was an attractive feature of the occasion. A vast crowd came from the surrounding country to see the sights. The effigy was hung, liquor was plentifully distributed, salutes were fired and the borough illuminated. At night the effigy was burned, and the ladies were entertained with a ball. A correspondent of the *Williamsburg Gazette* wrote: "The evening concluded with innocent mirth and unaffected joy, becoming a people loyal to their King and zealous for their country's good."

The crowds from the surrounding country which are always reported at the fairs and celebrations in Norfolk in the olden time, remind us of an Act of the General Assembly in 1757, which teaches us a lesson that it would

be well for our city fathers to heed. The Act recites that whereas most of the inhabitants are obliged to pass over the five ferries leading to Norfolk in order to get to church, court and general muster, and that by expenses of ferriage many poor people are prevented from bringing their small wares and commodities to the market of the borough, therefore a tax is levied and the ferries made free to all living in the county. Others, besides the inhabitants of the county, had to pay a small amount for the support of the ferries. In our boasted age of progress no one from the surrounding country can get to Norfolk for business or pleasure without paying for it. We are surrounded by a cordon of toll-gates and toll-houses. And in mentioning this fact, I mean no reflection on the public-spirited gentlemen who in the last decade have added much to the attractiveness of our surroundings by the substantial bridges and shell roads which lead into our city. While speaking of ferries, I would venture the opinion that if our forefathers in 1757 could revisit these scenes, nothing would excite their surprise more than the improvement in the means of transportation between Norfolk and Portsmouth, especially as managed by the present efficient superintendent of the ferry, Capt. William H. Murdaugh, of the United States and Confederate States navies, who has spared no efforts to add to the convenience, comfort and safety of passengers.

I am indebted to my friend William Portlock, clerk of the Circuit Court of Norfolk County, for finding for me in his office, when I had well nigh given up the search, the old vestry book of Elizabeth River Parish from 1749 to 1761. It is the only parish vestry book I know of in existence, between 1739 and the election of a vestry in 1832, upon the reinvestment of the Old Mother Church. The first record is dated October 18, 1749. Rev. Charles Smith was the minister from the time the vestry book commences, until it ends, upon the division of the parish in 1761; when he removed to Portsmouth, where Trinity Church was built the next year, 1762, which church

was rebuilt and enlarged in 1829. The Mother Church paid the minister 16,000 pounds of tobacco, and Tanner's Creek Chapel, 4,000 pounds of tobacco, annually. After 1753, the minister was allowed 4 per cent. for shrinkage.

The following appear as vestrymen at different periods between 1749 and 1761. In the first meeting was Col. George Newton, Col. William Craford, Col. Samuel Boush, Capt. William Hedges, Capt. Willis Wilson, Jr., Charles Sweny, Capt. James Ivy, Capt. John Phripp and Samuel Boush. The last two had just taken the place of John Scott and Capt. Samuel Langley, former vestrymen. To these were afterward added to fill vacancies from deaths and resignations: Capt. William Ivy, Col. Robert Tucker, Mathew Godfrey, James Webb, Thomas Newton, Maj. John Willowby, Capt. George Veale and Robert Tucker. Thomas Nash was clerk of Great Bridge Chapel, and the Southern Branch Chapel, and Sampson Powers, and afterwards Thomas Granberry, was clerk of the Western Branch Chapel. James Pasteur signs the proceedings as clerk of the vestry in 1751. In 1755 George Chamberlaine is clerk of the vestry of Tanner's Creek Chapel, and clerk of the Mother Church. October 9, 1750, at a meeting of the vestry, it was ordered, "That Capt. John Cook, Capt. John Phripp, Capt. Max. Calvert and Mr. Charles Sweny, shall have leave and are hereby empowered, to build a gallery in the Church in Norfolk Towne, reaching from the gallery of Mr. John Tayler, deceased, to the school-boys' gallery, equally betwix them, and their heirs forever to have and to hold." Ordered, "That Mr. Matt. Godfrey, Mr. Wm. Nash, Capt. Trimagan Tatem and Mr. Wm. Ashley shall have leave and are hereby empowered, to build a gallery in the Church in Norfolk Towne, reaching from the pulpit to the schoolboy's gallery, equally betwixt them, etc." In old times the people of quality seemed to have preferred the galleries both in the churches and theatres. Now the ground floor in the churches, and what was formerly the pit in the theatres, com-

mand the highest prices. So much for fashion.

Ordered, "That James Pasteur do have the bricks and timbers of the Old Church to build a house on the school land of such dimensions as shall be agreed upon betwixt he, the said James Pasteur, and those who shall grant him liberty to build on the said land." This same year Joseph Mitchell contracts to build a house for the vestry, 50 by 20, with a porch 10 feet wide and a chimney in the middle with four fire-places, which we suppose was for the poor of the parish. Dr. Archibald Campbell was employed by the vestry as the physician of the parish. The Old Church was a slaveholder at this time, and the vestry hired out Davy in 1750 for £8 15s., Sell for £6 10s. and Ishmael, Sarah and Nell at £1 10s. each.

At a meeting held October 8, 1751, the following interesting entry was made: "Received into the vestry Capt. George Whitwell, Commander of His Majesty's Ship 'Triton,' a silver-plate as a compliment for his wife, Mary Whitwell, being interred in the Church." And this reminds me of another piece of silver, a large flagon, given to the Old Church, the year after the division of the parish, which bears the following inscription:

The Gift of Christopher Perkins,
To the
Church of Norfolk in Virginia,
In Memory of Elizabeth, his wife,
Who was interred therein
1st September, 1762.

How touchingly these beautiful gifts, now gone from the Old Church,* remind us of the beauty, the grace and the loveliness that lie forgotten here. O Death, in this world, thou hast thy sting! O Grave, in this world, thou hast thy victory!

October 26, 1756.—"Dr. John Ramsey came into the vestry and agreed to attend and administer physick, etc., to all the poor be-

*Strange as it may appear, these pieces of silver, although found, have never been returned to the Old Church to which they were given.

longing to this Parish, within two miles of the Borough of Norfolk, and if he crosses the ferry, his ferriages to be paid, for the sum of £20 per year, to commence from this day, to be in tobacco; but in case he doth not chuse to take tobacco at such price as the vestry shall rate the same, then the £20 is to be paid him in cash." October 30, 1759.—"The vestry agrees with Dr. John Ramsey, that for the future he is not obliged to administer medicine to, nor attend, any sick but those at the Poor House for the sallery formerly agreed on."

December 17, 1756, it is recorded: "Whereas the Poor House was burnt by accident (doubtless the house built by Mitchell in 1750), a new one is ordered to be erected near the same place 34 by 28, two windows in front and two in back, lower floor tiled and upper floor plank. Fire-place in each room. Bricks to be well burnt, and mortar made of three bushels of lime to one of sand."

October 24, 1758: the vestry were evidently opposed to tramps, for it is ordered: "That the clerk of the vestry do publickly advertise that all persons who shall hereafter take any streouling, sick or indigent person into their houses, without an order or the consent of the Churchwardens or any of the vestrymen for the time being, shall at their own cost bear all damages that shall accrue by reason of having so taken him."

November, 1759, was the date of the commencement of our cemetery wall, for we find it ordered: "That Mr. Matthew Godfrey and Mr. James Webb be continued Church Wardens for the ensuing year, and they are hereby empowered to let out the Building the walls round the Church Yards, to the lowest bidder at such time as they shall think proper." I judge from this order that the yard which Craford gave the parish in 1752, when he laid out Portsmouth, was included in the order, although the church was not erected for several years after this. I know of no other churchyards in the original limits of Elizabeth River Parish, except these two, which were surrounded by walls.

October, 17, 1760, it was ordered: "That Mr. Joseph Mitchell have the bricks of the Old Church, on condition that he clears the Churchyard of all the rubbish." I infer from this entry that Pasteur did not avail himself of the order passed 10 years previous, allowing him the bricks and timber of the Old Church, to build a house on the school land.

April 20, 1761.—The last meeting of the vestry in the original Elizabeth River Parish was held, and we copy the entire proceedings: "Ordered that Robert Tucker, Gent., apply to John Randolph, Esq., clerk of the House of Burgesses, for a copy of the law for dividing the Parish of Elizabeth River, and that the said Robert Tucker, Gent., deliver the same to Benj. Waller, Gent., for his opinion thereon, to know whether the poor belonging to the other Parishes in the Division, now at the Poor-house in this Parish, are not to be sent to the respective Parishes, and whether the present vestry should not meet before the time of dissolution, to proportion the expense of the poor, minister's stipend and other necessary charges on the inhabitants, to be collected at the time of the collection by law appointed on the whole, as when the Parish was intire."

Thus end the records of the old vestry book, from which we have made these extracts, believing they would be of interest to you.

In 1759, there was considerable ill feeling in many of the parishes of Virginia, between the clergy and laity, because ministers were made to receive money instead of tobacco, for their salaries. Tobacco at that time commanded a high price and the clergy justly contended that as they were forced to receive tobacco when it was a drug on the market, they should be allowed to profit by any rise in its value. The records of this parish, however, show no controversy on this subject, and in 1764, an Act was passed by the General Assembly, allowing the minister to live in Norfolk and to have his salary paid in money, our lands having become too poor to produce tobacco to advantage. I would mention that in

1734, two years before the borough was chartered, an Act was passed authorizing the sale of 86 acres of the glebe, given by Lord Howard, on account of its unproductiveness, and the purchase of land elsewhere in Norfolk County. This glebe comprised within its limits that portion of our city lying west of a line drawn from the residence of one of our vestrymen, Richard H. Baker, Esq., to the home of the venerable Mrs. Keeling, on Bute street, as well as portions north of it.

Our fathers in the early days of the Old Church were loyal to the parent government, but it was not the loyalty that comes from fear, but that better quality which springs from filial love. They were justly proud of that constitutional monarchy, which made every man's home his castle, preserved to him and his offspring, life, liberty, and the undisturbed pursuit of happiness; with the writ of habeas corpus, trial by jury, and exemption from taxation without representation. When therefore repeated wars had burdened the mother country with debt, and made its inhabitants groan under taxation, Parliament in an evil hour sought by the passage of the Stamp Act and other unjust measures to wring from the Colonies, without their consent, a revenue to relieve the embarrassment of the realm. True to their innate love of liberty and right, our Virginia fathers protested against this flagrant wrong. They organized in Norfolk, March, 1766, an association called "The Sons of Liberty" at a public meeting at the Court House, on Market Square, and Rev. Thomas Davis, rector of our Old Church, was chosen chairman.

A manly and patriotic protest, in the shape of a preamble and resolutions, was unanimously adopted, and signed by 57 of the leading inhabitants of the borough, the secretary, James Holt, signing first and our minister next. They declared that, "Having taken into consideration the evil tendency of that oppressive and unconstitutional Act of Parliament, commonly called the Stamp Act, and being desirous that our sentiments should be known to pos-

terity, and recollecting that we are a part of that Colony who first, in General Assembly, openly expressed their detestation of the said Act, which is pregnant with ruin and productive of the most pernicious consequences; and unwilling to rivet the shackles of slavery and oppression on ourselves and millions yet unborn, have unanimously come to the following resolutions:

1. Resolved, that we acknowledge our Sovereign Lord, King George III, to be our rightful and lawful King, and that we will, at all times, to the utmost of our power and ability, support and defend his most sacred person, crown and dignity; and will be always ready, when constitutionally called upon, to assist His Majesty with our lives and fortunes, and defend all his just rights and prerogatives.

2. Resolved, that we will, by all lawful ways and means which Divine Providence hath put into our hands, defend ourselves in the full enjoyment of, and preserve inviolate to posterity, those inestimable privileges of all free-born British subjects, of being taxed by none but representatives of their own colonies, and of being tried only by a jury of their own peers; for if we quietly submit to the execution of the said Stamp Act, all our claims to civil liberty will be lost, and we and our posterity become absolute slaves.

3. Resolved, that we will on any future occasion sacrifice our lives and fortunes, in concurrence with the other Sons of Liberty, in the American provinces, to defend and preserve those invaluable blessings transmitted by our ancestors.

4. Resolved, that whoever is concerned directly or indirectly, in using, or causing to be used, in any way or manner whatever within this Colony, unless authorized by the General Assembly thereof, those detestable papers called the Stamps, shall be deemed to all intents and purposes an enemy to his country, and by the Sons of Liberty treated accordingly, etc.

It is hard for us in this day to realize the exalted courage and patriotism of those men who thus declared in advance the great principles which were subsequently adopted in our Declaration of Independence, and upon which our American Republic was constructed. The people of Norfolk need not go to Virginia's ancient capital, or visit the plains of Yorktown, in search of consecrated ground, filled with the spirit of an unselfish patriotism and hallowed by the memories of heroic sacrifice. We stand on holy ground! The pastor and 56 of the congregation of the Old Church pledged their lives and fortunes to bequeath to us the great

principles of civil liberty, and they kept like true men their plighted faith to God and man. The battle-fields of the Revolution could tell that some of these gave their lives; and that they gave their fortunes, the smouldering ruins of their once happy homes in the old borough showed, on that dismal New Year's night, when yonder church was left alone to mark the spot of the most flourishing seaport in the American Colonies. The dust and ashes of many are now beneath the sod in this sanctuary of the dead, and the Old Church, with its battle scar, stands a fitting monument to those whose memories should never perish so long as liberty has her abode in the old borough they loved and served so well.

From this time forward British misrule was slowly but steadily advancing the cause of colonial independence, and yet in the midst of those thoughtful times, our forefathers had their sports and jolly good times. There was no sombre Quakerism or sour Puritanism apparently in the old borough. Here is a letter we find in the *Virginia Gazette*, published in Williamsburg in 1774:

NORFOLK. May 3d, 1774.

Yesterday was celebrated in this place the anniversary of St. Tammany, the tutelar Saint of the American Colonies. At one o'clock a royal salute of twenty-one guns, from a battery erected for the purpose, ushered in the rejoicings of the day; and in the evening a grand entertainment was given at the Mason's Hall, by the Sons of the Saint, to which there was a general invitation, and the company exceedingly numerous and brilliant, consisting of near 400 persons. At six the hall was opened by one of our Burgesses in the character of King Tammany, properly accoutered in the ancient habit of this country, at which time another royal salute was given. The ladies, whose fair bosoms on this occasion seemed more particularly animated with a generous love of their country, indulged the company with their presence till four in the morning, and after their retirement the Sons of St. Tammany, according to the immemorial custom of the countries, encircled their King and practiced the ancient mysterious waltz, so highly descriptive of the warmest attachment and freedom of spirit. The whole was conducted with the strictest decorum, and to the universal satisfaction of the assembly; while the cordiality with which the sons of the Brother saints, St. George, St. Andrew, St. Patrick, and St. David, entered into the general mirth of the evening, gave particular pleasure, and was truly emblematical of that happy Union which has long

subsisted between the parent State and her Colonies, while Britain was *just* and America was *free*, and which every lover of his country would wish should still subsist for ages yet to come.

Think of the girls dancing until four in the morning in the month of May! Who would have imagined that our great-grandmothers could have been guilty of such dissipation! But they had an excuse for it, that the girls haven't got now; there were no street lamps in those days, and we don't blame them for not wanting to go stumbling home in the dark, even with a St. David, a St. George or a St. Patrick for a guide.

I have come now to the American Revolution, a most interesting period in the history of the Old Church, and while I would like to dwell upon it, to give in detail the accounts of the bombardment of Norfolk by the frigate "Liverpool" and other vessels of Dunmore's fleet, and to give you a picture of the scenes enacted within the walls of the cemetery, and how the women and children of the old borough, who had not been able to get away, gathered under the shadow of the walls of the Old Church, as in a citadel, to protect them from the shots of the enemy; but the history of that period would furnish material for a lecture in itself, and I have not time to dwell upon it. I would only mention one matter as associated with the Old Church. It is commonly reported that the British carried away the baptismal font, which was of marble, to Scotland. This we think is an error, arising from that fact that the communion plate was taken by the enemy to Scotland. It was doubtless a valuable service. Under Act XIV of the Colonial Assembly, Charles II, 1661-62, it was enacted that the churchwardens take care and be empowered during their churchwardenship "to keepe the church in repaire, provide books, and decent ornaments, viz: A great Bible, two common prayer books, a communion cloth and napkin, a pulpit and cushion this present year, and after annually, something toward communion plate, pulpit cloth and bell, as the ability of the parish will permit, etc." As

this was the wealthiest parish next to Bruton, at Williamsburg, in the Colony, there can be no doubt that the wardens had accumulated a fund which enabled them to get a beautiful and probably a massive communion service, which tempted the enemy to carry it home as a trophy.

Bishop Meade tells us in his "Old Churches of Virginia," in 1857, that some tidings of the communion plate had recently been received, and hopes are entertained of its recovery. Over 20 years have passed since then, and the Old Mother Church has not yet recovered her communion set, but the ladies of our congregation have in the last few years supplied the parish with a silver service, and the lost plate would be chiefly valuable now as a sacred relic of the past. "God moves in a mysterious way," and perhaps after an absence of a century the communion plate will be restored to the vestry of the Old Church from which it was taken during the Revolution.

No records have yet been found of the vestry of the Old Church since 1761. It is almost certain, however, that with the rebuilding of Norfolk after the surrender of Cornwallis at Yorktown, October, 1781, that the Old Church was soon repaired, and that after the meeting of the first convention in Richmond, in 1785, Rev. Walker Maury took charge and continued its minister until October, 1788, when he died in his 36th year, and was buried in this yard. After this comes the trying period in the life of the old parish church, which created much scandal, and contributed largely to building up the other Evangelical denominations, notably the Presbyterian, in the borough.

In 1789-91, Rev. James Whitehead appears in the several conventions, as minister of Elizabeth River Parish, Norfolk; after this the Old Church was not again represented until the convention in Alexandria, in 1832. It was during the ministry of Mr. Whitehead that a most unfortunate controversy occurred in the congregation of the Old Church concerning the rival claims of himself and Rev. William Bland for the possession of the edifice. Mr. White-

head was a fine scholar, and had charge of the Norfolk Academy, was a leading Mason, and a gentleman of high social influence. He was also a man of property, if we can judge from the following squib in the *Norfolk Herald*, April 1, 1800: "It is understood that Parson W. owns some very valuable property in Water street, part of which is now a mere sink. If he will use his exertions to fill it up and make that part of the town passable, he shall have the prayers of his congregation." Bishop Meade said that from all accounts he had received, Mr. Whitehead was a worthy minister of the Gospel.

Parson Bland, as he was called, was a man of culture, an attractive preacher, very popular with some of the old families on account of his zealous patriotism during the Revolution, and an especial favorite with the sea-captains who frequented the borough, many of whom attended his week-day, as well as Sunday, services. He was unfortunately a man of strong passions, and not as temperate in his habits as he should have been while in Norfolk. It is said he would repeatedly exhort his congregation to do as he *told* them and not as he *did*. It is stated that the controversy between the rival parsons was carried on in the newspapers in Norfolk during the week, and also in the pulpit on the Sabbath, the same pulpit serving both ministers, the one in the morning, and the other in the afternoon; each party had their separate vestries who had respectively elected them rector. I have searched the files of all the Norfolk papers I could obtain from 1794 to 1800, but found no allusion in them to any controversy. As the diocesan conventions of 1789 and 1790 are reported to have decided in favor of Parson Whitehead's vestry, it may be the newspaper controversy took place at that time, but I could find no Norfolk papers of those years. I have it from a reliable source that the rivalry for the possession of the Old Church did not altogether interrupt the social relations of the two Episcopal parsons. Although Mr. Whitehead had much the larger proportion of the Episcopalians with him, and

had the recognition of the diocesan convention in 1790, yet he was unable to get complete control of the Old Church, and therefore sometime prior to the fall of 1798, he and his supporters left the Mother Church of Elizabeth River Parish in the undisputed possession of Mr. Bland, his vestry and friends. Mr. Whitehead and his congregation, after leaving the Old Church, worshipped in the Court House on East Main street. In the spring of 1800 he announced in the papers a subscription on foot for the building of an Episcopal Church, and the supporters of the new movement, after subscribing a sufficient amount for the purpose, erected a splendid building on the present site of the First Presbyterian Church. On St. John's Day, the 24th of June, 1800, the corner-stone of Christ Church was laid with Masonic ceremonies and a sermon preached by Mr. Whitehead in the Old Church, the proceedings ending with a sumptuous dinner at the borough tavern.

The establishment of Christ Church, Norfolk, was one of the grand results of religious liberty in Virginia. After the Revolution, it was natural that those who dissented from the doctrines of the Church of England should set up for themselves their own forms of church government, but this was the first example of a church in the Diocese of Virginia, Protestant Episcopal in faith but Congregational in government. It was an American idea, born of the principles of the great struggle for civil and religious liberty. Church and State had been divorced, but the men who projected this new movement were tired of the want of discipline under the old regime; they demanded the right to choose their own spiritual advisers, and while true to the doctrines of the English Church, they carried into ecclesiastical matters the principle they maintained in temporal affairs, of opposition to taxation without representation, and ignoring the old custom of the election of a vestry to govern the parish, they appointed a minister, trustees and other officers, by the votes of the pew-holders in gen-

eral meeting assembled. And the experiment resulted in the establishment of a congregation, which has been an ornament and an honor to the Episcopal Church in Virginia for more than three-quarters of a century, abounding in exemplary piety and good works. But while cheerfully according our admiration, we cannot admit the claim of this congregation to be the Mother Church of Elizabeth River Parish. No! That belongs to our Old Church, who, although for awhile sleeping as deathlike as the dead around her, has now risen from her slumber to be our mother still. Had Mr. Whitehead's congregation left the old parish building under protest, and elected a vestry according to the canons of the Protestant Episcopal Church of Virginia, it might have had a strong claim to the title of the Mother Church, but it seems to be a thing impossible, that a congregation without a vestry, electing its minister and trustees contrary to canon law, could be the legal successor of the parish church, organized and governed strictly in accordance with the laws and customs of the English Church. What constitutes a parish church? Parishes under the colonial government had metes and bounds established by civil as well as ecclesiastical law, but the Act of the General Assembly of 1798 wiped out the last vestige of Church and State in Virginia, and with it the legal existence of parish divisions, except so far as their organization was preserved by the canons, customs and traditions of the Protestant Episcopal Church of Virginia. How then could a congregation ignoring all obedience to those canons, customs and traditions, so far as they related to parish government, justly claim to be the successor of a congregation which had never departed from them? This principle we think was recognized by the congregation of Christ Church in May, 1866, when by a vote of 56 ayes to 14 noes, they adopted the following resolutions, offered by Tazewell Taylor, Esq., viz:

Resolved, * * * * that the care and management of the Church be hereafter confided to a vestry of the Church, so to be chosen, and this Church shall

be hereafter governed as all other Churches of the Diocese similarly situated, according to the canons and laws of the Church, etc.

Resolved, that the pew-holders now proceed to elect nine vestrymen, pew-holders, who with the minister of the Parish shall be the vestry of the Church (Christ Church Parish), for the ensuing year until Easter Monday, 1867, or thereafter until their successors are elected and qualified to act.

Mr. Taylor was one of the ablest lawyers who ever adorned the bar of Norfolk, and no one more fully comprehended the use of the English language, and these resolutions from his pen show that he regarded his congregation as independent of Elizabeth River Parish, although within its bounds, for in these resolutions amending the constitution of the church, so as to make it conform to the canons of the Protestant Episcopal Church of the Diocese of Virginia, he gives the congregation the name of "Christ Church Parish." A few days after, May 7th, the newly chosen vestry selected him to represent this parish in the State Council. It is clear then from its own records, that Christ Church was never considered a parish, but a Congregational or Independent Episcopal Church in the diocese until May, 1866, when it called itself Christ Church Parish, and hence has no shadow of a claim to the title of the Mother Church of Elizabeth River Parish.

The services connected with the commemoration of the death of Washington were held in the Old Church on the 22nd of February, 1800, a full and interesting account of which I found in the *Norfolk Herald* of February 25 of that year. The procession, consisting of the military and civic societies of the borough and neighborhood, was the largest ever seen here up to that time, and filled the church to overflowing, so that a great concourse had to remain outside. There were no galleries in the church, those erected prior to the Revolution having been destroyed, and the present ones built subsequent to 1832, the sittings were confined to the ground floor. A sentinel admitted none but ladies in the church up to the arrival of the procession. Prayers were offered by Rev. Mr. Whitehead, an oration delivered by

Dr. Read, the mayor, an original monody pronounced by Mr. Blanchard, an address made on behalf of the soldiers by Mr. Hiort of Captain Myers' company. After which the bier was deposited in the grave amid a solemn dirge by the band, and three volleys fired over it by the troops.

After the formation of the new congregation, Rev. William Bland continued his ministrations in the Old Parish Church until the 20th of May, 1803, when he died. Upon his death the congregation seems to have been scattered like a flock that had lost its shepherd. For a while the Old Church was occupied by our Baptist friends, until their new church was built on Cumberland street, and then by a colored congregation of the same denomination, and subsequently it was used as a Bible class and Sunday-school room for Christ Church, the trustees of that body holding the property by sufferance. July 1, 1831, at a meeting of the trustees of Christ Church, a communication was handed in by Mr. Steed from Rev. Dr. Ducachet on the subject of getting up another Episcopal congregation for the Old Church.

Whereupon it was unanimously "Resolved, That the trustees, so far as they are individually concerned, will rejoice to see the measure carried successfully into effect, and as individuals of the congregation of Christ Church, it shall receive their hearty concurrence and pecuniary support. As a body acting as the representatives of a very large portion of the Episcopalians in this Parish, they are willing, so far as their authority may extend, to grant the use of the Old Church for so desirable a purpose, not doubting but it will be approved by every Episcopalian among us. They trust, however, that suitable arrangements may be made to manage the temporal affairs of the Church and support of its minister, entirely independent of and free from any interference with the fiscal concerns committed to their charge; in other words, that the two churches and congregations in money matters must be kept entirely distinct, each depending on its own resource, and each to have a separate board of

trustees or wardens to attend to its interests." "Resolved, That a copy of the foregoing be handed to Rev. Dr. Ducachet."

Two things are very apparent from this action of the trustees of Christ Church: first, that they were unwilling to see the Old Church revived as a missionary effort, for which Christ Church would be in the least degree pecuniarily responsible, while they would be pleased to see a new and independent congregation of Episcopalians organized; secondly, that the trustees did not claim to represent all the Episcopalians within the bounds of Elizabeth River Parish, nor the ownership of the Old Church, but could only grant the use of it, so far as their authority might extend. April 24, 1832, 10 months after the above proceedings, we find a meeting of the Episcopalians of Norfolk convened, in accordance with a public notice in its newspapers, at the Old Church for the purpose of electing vestrymen, taking suitable measures for repairing that building and organizing a new congregation. George Newton, Esq., was called to the chair, and Charles W. Skinner appointed secretary.

Rev. Henry W. Ducachet then, by request, addressed the chair, and explained the purpose and object of the meeting. It was then, on motion, "Resolved, That the meeting proceed to the election of five vestrymen: whereupon the following gentlemen were elected by ballot to serve as vestrymen until Easter Monday next, viz: William H. Thompson, Richard B. Maury, George Rowland, Alpheus Fobes and Alexander Galt"; and upon motion, no further business offering, the meeting was dissolved and adjourned *sine die*.

This was the resurrection of the Mother Church! A parish without a vestry is not extinct, but is in a state of *quasi* or suspended animation until another vestry is elected, as was this Elizabeth River Parish from 1803 to 1832. And whether the Episcopalians who formed that meeting were aware of the responsibility and result of their action or not, when in pursuance of a public call they met, and in accordance with the canons, customs and

traditions of the Protestant Episcopal Church, elected five vestrymen for the Old Church, they *ipso facto* elected the legal successors of the former vestry of Elizabeth River Parish, which vestry, from the moment of election, were invested with all the rights, privileges and immunities of their predecessors.

Previous to the Revolution, there being no bishop in Virginia, our church buildings were not consecrated, and were generally called after the parish in which they were situated, or from some other geographical name. The Mother Church of Elizabeth River Parish was generally called the "Old Church," and by some the "Borough Church." As it was necessary to ask readmission into the diocese under some distinctive name, the vestry of the Old Church, May 7, 1832, resolved that a name should be given it and it was unanimously agreed that it be called St. Paul's Church, and from that day to this the ancient edifice has borne that name.

At the same meeting a petition to the convention of the Protestant Episcopal Church of the State of Virginia, assembled at Alexandria, was adopted. It recited that, "The great increase of worshipers at Christ Church, in the Borough of Norfolk, having rendered it impossible for all to be accommodated there who are attached to the doctrines and worship of the Episcopal Church, it has been deemed advisable to organize another congregation without delay. In pursuance of this design, subscriptions have been raised to repair the Old Church belonging to the Parish, and a vestry after due notice elected. The said vestry, therefore, pray to be recognized by the Convention of the Diocese as representing the new congregation under the style and title of 'St. Paul's Church,' Norfolk, and also that our delegate to the convention, Richard B. Maury, be admitted to a seat in that body." Our congregation was duly admitted as St. Paul's Church, Norfolk, Elizabeth River Parish, by the diocesan convention, assembled in Alexandria, May, 1832.

It is not my purpose to speak of the Rev.

Ebenezer Boyden, the first rector of St. Paul's, or any of his worthy successors, the most of whom I have known to love and esteem; but I shall conclude this lecture with a few recollections of my boyhood associated with the Old Church.

The vestry-room, as I first remember it, occupied nearly the whole of the head of the cross. From a door in the center the minister ascended into the plain, white parallelogram pulpit, with reading desk and communion table immediately below. On either side of the pulpit hung a tablet, on one the Ten Commandments; on the other the Lord's Prayer and Apostle's Creed. Those tablets were first associated in my mind with the descent of Moses from Mount Sinai, and I imagined them the exact counterpart of the original ones which the meekest man in the world had destroyed in a fit of hasty temper at the backsliding of the children of Israel. My crude theology had not then taught me that the inscription on the left hand tablet was from the new dispensation.

I well remember going into that vestry-room before service on one Sunday morning long ago, and being allowed to sit in the cushioned arm-chair that was used by John Hancock, when president of the Continental Congress, when the Declaration of Independence was declared in 1776. I had not then any very distinct ideas of Mr. Hancock or his Declaration, but I felt the dignity of the position, although my feet could not reach the floor. This chair had been given to Rev. Mr. Miller, our pastor, by a descendant of General Bayley, a member of Congress from the eastern shore of Virginia, who had purchased it in Philadelphia when the furniture of old Independence Hall was sold, and it is still preserved in our vestry-room as a valued relic.

The organ gallery was opposite the pulpit, in the foot of the cross, and it was not more than half the size of the present gallery. The organ was a diminutive one, painted white, with paneling, and reminded one of a child's coffin. Our childish recollections of objects

are generally larger than we find them in after years, and therefore I am sure our first organ was very small. I was an honorary member of the choir, by virtue of one of my household being one of its number. Although I never sang, on two occasions I supplied the place of the absent bellows-boy. If my memory serves me, the organ sounded louder on those two Sundays than usual, although I noticed the congregation did not seem to be sensible of the fact.

We had fairs for the benefit of St. Paul's in those days. Church fairs were somewhat different then from what they are now. Norfolk was a much smaller place, less metropolitan and they were more like social gatherings; the crowds that attended were less promiscuous, indeed it was not everybody who could gain admittance. Then children were admitted at half-price during the day, but after "bell ring" it was a great privilege to be allowed to remain and it was with the admonition that they were to be seen and not heard. Now, as a rule, children cram the fair rooms in the evening, filling up the interstices between the grown people, and wearying visitors by their importunities to buy. From being most pleasant gatherings they have become quite a burden to the fair exhibitors, and by no means as attractive as they should be to visitors.

Norfolk was a social old place in those times, and in summer evenings it was a custom for the good people to take tea on their front porches. Old Catharine street, now called Bank, after sunset on a pleasant evening was a perfect tea party, from the Exchange Bank to the Bell Church, every porch being redolent with the aroma of the Chinese herb. It was a great wrong in the Councils to have changed the name of Catharine street; it had been so called for more than a century, was immortalized in verse, and referred to in letters of distinguished European tourists.

A fair at St. Paul's was a great event in my home. For weeks beforehand, there would be consultations and meetings of committees



HOSPITAL ST. VINCENT DE PAUL, NORFOLK, VA.
(before it was destroyed by fire.)



ST. PAUL'S PROTESTANT EPISCOPAL CHURCH, NORFOLK, VA.
(The cannon-ball from the British ship "Liverpool," which lodged in the wall, may be seen under the eaves, at the right of the picture.)

on ways and means, culminating in sewing circles in the mornings and evenings, first at one house and then at another, and finally there would arise the most savory smells from the kitchen and store-room. No fear of the pendent dishcloth could keep me from the kitchen at those times, and no jackal ever hovered around a moving immigrant train with more pertinacity than I hung around the store-room door to get a taste of the viands or the liberty to scrape the emptied icing dishes. I remember one fair in particular,—it was the first. It was held in the old Arcade building, which stood where Johnson's Hall now stands, and took its name from extending over the adjoining lane by an archway. The lane is still known as "Arcade Lane." Our pastor, Rev. Mr. Miller, was there, and in my eyes a more important personage than the door-keeper himself. I can see his beaming, honest, countenance as he smiled blandly on the scene, suggestive as it was of a replenished treasury for Old St. Paul's, paying particular attention to the dignitaries of other communions who had come to aid the Old Church. Some lordly looking gentlemen with gold seals and gold-headed canes walked around with an air of importance and wealth, which made me expect to see them march suddenly up to a table and sweep its whole contents, slippers, mats, pin-cushions and all, in one purchase, but I noticed before the evening was passed, that these gold-headed men, as a rule, bought nothing but their suppers, of which they seemed to get quite their money's worth.

The first tower to Old St. Paul's, within the memory of man, was put on the foot of the cross, by order of the vestry, by Isaac Smith, a skillful mechanic, some 36 years ago. The reader of Howe's "Pictorial History of Virginia," will remember it in the picture of the Old Church, in the chapter on Norfolk County. Its proportions were in keeping with the rest of the building, but was at the wrong end. It had a base fitting over the gable, with a square tower above, having a blind window on each side, and surmounted by a short spire at each

corner. The architect, following the crucial form of the Old Church, surmounted each of these with a modest, gilded Latin cross. Never was there a greater tempest in a tea-pot than was created by those four innocent crosses. The poor pastor, Rev. Mr. Miller, blameless of the work, was suddenly discovered to have Puseyite tendencies. A large portion of the congregation was outraged, and some of the influential members of Christ Church, who felt a spiritual responsibility about St. Paul's, as the weaker congregation, were moved beyond measure. Whether the souls of our neighboring Methodist brethren, our Baptist friends, or the sterling Covenanters across the way, were disturbed in their Sunday worship by the sudden apparition under their windows of the quadrupled emblem of Rome, we do not remember, but we shall never forget that one good Catholic, our friend Eli Barrot, was reported to have solemnly protested against the innovation, as on his way to and from business to his home, as he passed the Old Church, he was forced to cross himself four times.

Never did Jewish custom more speedily remove that unsightly cross for the coming holiday, than did those emblems of faith disappear from that tower by order of the vestry. And for the want of some unobjectionable substitute four gold balls were placed in their stead, as if some celestial planets of the smaller sort had fallen from space and been impaled on the points of the spires. What a sensible change has occurred in the intervening years! Now the Greek and Latin cross not only adorn our Old Church, but scarcely a Christian home in our city but is beautified by a representation of that cross, to which we are taught in simple faith to cling. Among the manifold changes which have come in the progress of time, the world has learned that the worship of the Creator in spirit and in truth is not incompatible with the cultivation of the love for the beautiful.

Solomon in all his glory was not arrayed like one of those little flowers that bursting from the dust through the mysterious pro-

cesses of nature in spring-time, in this cemetery, teaches us the sublime lesson of the resurrection from the dead.

I was attending Mr. Galt's school, in the old frame building, known as the Old Academy, which stood on Church street, just across the way, when Captain Seabury, one of the vestrymen of the church, after employing a servant to dig away the sod and debris in the angle formed by the southeast corner of the church and street wall, discovered the cannon-ball fired during the Revolution by the British frigate "Liverpool," and which had become dislodged and fallen from its position in the wall. With others I witnessed the resurrection of that ball which on New Year's Day, 1776, was one of those missiles of death fired in a bombardment which inaugurated the most momentous year in our American history. That relic of the past was carefully preserved until replaced in the wall where it first lodged, and I have regretted that scepticism, the fruit of ignorance, has made it common in this day, to doubt the authenticity of this fact. I verily believe that some people are born iconoclasts; they break their rattles when babies, destroy their dolls with infinite zest before they can walk, and when grown, seem to delight in discrediting the traditions of their fathers. There are some degenerate Virginians who tell you that the thrilling story of the rescue of Capt. John Smith by the Indian heroine Pocahontas is all a romance; when it is a fact as well established in the colonial history of Virginia, as the ducking of Grace Sherwood in Princess Anne County, for witchcraft, or the more cruel burning of poor weak-minded women upon the same charge on the common in Salem town, in the Colony of Massachusetts. Bishop Meade correctly states, in his "Old Churches of Virginia," that the identical ball fired into the church by the British man-of-war was found and preserved, and that a governor of Virginia applied to have it sent to the State Library for safe keeping.

Nearly opposite the southern gate, on Church street, at the foot of one of those splen-

did elms, which were brought from the neighborhood of Hampton during Rev. Mr. Miller's pastorate, there are four tombstones, side by side; one of the central ones, now lying prone upon the ground, has doubtless attracted your attention by the large heraldic device which occupies more than half of the stone. It is the grave of John Taylor, whose motto was, "*Fide et Fiducia*." My good friend Dr. Grigsby, when he lectures on the dead of St. Paul's, will doubtless tell you all about the one whose mortal remains lie underneath. My story is about something on the upper side of that slab. During a recess at the Old Academy, as was often my wont, I was playing "Old Mortality" among the tombs in this cemetery, and having often heard it said, that there was no monument showing a burial earlier than the eighteenth century, my attention was riveted on "1600" on this stone. The inscription was very much effaced, much more so than now, as it has since been partially restored, and was very difficult to decipher, but after a hasty investigation I was satisfied that the deceased had died and was therefore buried in 16 hundred and blank. I announced the discovery to some of my playmates, but they treated it as a matter of indifference when the old gentleman died, being more interested in the price of tops and marbles, around the corner at Jordan's, or in the success of a game of "hop scotch," a sidewalk amusement in our early days, evidently invented by some disciples of St. Crispen, for speedily destroying the soles of shoes. At home in the evening, however, I found a more interested audience, and when I announced with all the enthusiasm of a second Christopher Columbus that I had discovered in St. Paul's churchyard a tombstone bearing date in the seventeenth century, Anno Domini 16 hundred and something, my honored father, whose love for the Old Church and its surroundings was proverbial and whose retentive memory made him familiar with every grave in that burial-ground, smiled incredulously, told me it was quite impossible, and that he would give me a thousand dollars if I could find a



tombstone with so old a date. To make it binding, I had the promised reward reduced to writing, and with the document in my possession went to bed that night a happy boy. The sudden acquisition of wealth is a mixed blessing. Riches not only have wings, but they have their weights along with their enjoyments. I passed a restless night! I spent that thousand dollars in a hundred different ways. In the first impulse of gratitude I appropriated one hundred dollars to charities; I am ashamed to confess that before I fell asleep I had reduced the amount to ten. I recall now with sorrow, what latent selfishness was developed in my heart by the anticipated possession of that thousand dollars, and yet I was not more selfish than the average boy. The rising sun found me up and dressed and on my way to verify my discovery, so as to claim the promised reward. I am constitutionally opposed to very early rising. I have always thought it a philosophical reply to the trite remark, that "The early bird catches the worm," that "It is the early worm that gets caught by the bird." The poet who sung "Early to bed and early to rise, make men healthy, wealthy and wise," not only stole the sentiment and words from that old heathen Aristotle, but he lived under a different sky and a very different clime from ours. My observation has been that the wealthiest and wisest of our citizens do not cross Stone Bridge before nine in the morning, and many have lived to a good old age. We delude ourselves, possibly, with the idea that it is malarious before seven in the summer and eight in the winter, in this region; and it is a very comfortable delusion to those who can afford it. I had no such misgivings, however, on the morning mentioned. I can recall now how delightfully fresh everything smelt and felt. The atmosphere was so rarified that I breathed freer than usual, in striking contrast to my accustomed feelings as I wended my way to school down those same familiar streets, especially when unlearned lessons gave me an unwholesome fear of the rod. My heart beat in sympathy with all nature, displaying itself

in unusual politeness to the colored uncles and aunts I met hurrying to work, and in generous impulses toward the ragged urchins on early errands, and actually restraining me from shying a rock at some tempting cats. At last the old churchyard was reached, the wall scaled, and "Young Mortality" was down upon his knees searching after truth. Alas, how frail and weak is poor humanity! How liable to error! Investigation disclosed that the occupant of that tomb was born in 16 hundred and something; he had lived too long, for further down, almost illegible, his death was recorded in 1744. There were tears shed over that grave that morning, and the passing stranger, ignorant of the ordinance prohibiting interments in this cemetery, may have wasted his sympathy on the lacrymose youth who had missed a warm breakfast in the fruitless quest after filthy lucre.

Generation after generation have come and gone, but still the Old Church stands. Empires have arisen and have fallen, the Colony has become the State, peace has had its victories and war its dread alarms, but still the prayer and song of praise ascend from its hallowed walls.

For nearly a century and a half children have there been dedicated to God, and have confirmed their baptismal vows around its sacred altar. Loving hearts among them have been made one in God's holy ordinance; and from its doors one after another has been carried out by sorrowing friends. There can be no heart in all this city that does not sometimes warm at the sight of Old St. Paul's.

Those to the manor born and bred must have some sacred memories associated with the Old Church and its burial-ground, while those who have come from other places to cast their lot with us must be reminded by it of their old homes. It is the oldest inhabitant, and bids a silent but impressive welcome to all who come to live within our gates.

To one who like myself, can count five generations of his name who have worshiped after the manner of their fathers in that house of

God, there springs up an attachment which makes it second not even to his home, that makes it a part and parcel of his life, to which he clings the firmer as the ebbing tide of time sweeps from him forever on this shore other landmarks and associations of childhood, youth and maturer years.

WILLIAM LAMB.

Norfolk, Va., May 12, 1879.

Christ Protestant Episcopal Church, Norfolk.

On the 24th day of June, 1800, the cornerstone of Christ Church was laid, \$16,000 having been subscribed for the erection of the building. The new church was duly completed and occupied. It stood where the First Presbyterian Church now stands. On March 9, 1827, between 1 and 2 o'clock in the morning, a fire broke out in the workshops on the southern corner of Main and Church streets, and the flames extending up Church street destroyed the edifice of Christ Church. On the 20th day of June, three months later the cornerstone of the new Christ Church was laid, the one in which divine services are now held. The church was completed and consecrated on the 9th of November, 1828, at a cost of about \$20,000.

Rev. Henry William Ducachet was the rector and continued his ministry until November, 1834, when he resigned; then Rt. Rev. William Meade took charge for two years, when he resigned the church into the hands of Rev. Martin P. Parkes. The last named was a graduate of West Point, and as an army officer was stationed at Fortress Monroe, where he was converted at a Methodist revival, and after working among that denomination awhile became an Episcopalian and received the holy orders of the church from the hands of Bishop Meade. Upon his resignation, Rev. Upton Beall became the rector of Christ Church.—his death occurred on the 10th of March, 1847. The vacancy was supplied by Rev. George D. Cummings, who remained until 1853, when Rev. Charles Minnigerode, D. D., was called to the service of the church. During the yel-

low fever, Dr. Minnigerode was in Europe and Rev. Lewis Walke supplied his place through that awful scourge, until he and his wife were stricken down with the disease from which she died.

The next rector was Rev. Erskine M. Rodman, who commenced in 1857 and continued until 1864. St. Paul's Church having been seized and occupied by the Federal authorities during the war, Rev. N. A. Okeson, D. D., officiated at Christ Church until 1865 when, in December, Rev. O. Sievers Barten, D. D., became rector and served until his death. Rev. Carl Eckhardt Grammer, S. T. D., was called and assumed charge on the 1st of March, 1898. The assistant minister is Rev. John H. Dickinson. The other officers of the church are as follows. Senior warden, B. P. Loyall; junior warden, T. A. Williams; registrar, R. M. Hughes; treasurer, D. S. Burwell; lay reader, G. A. Frick. The number of communicants is 586.

St. Luke's Protestant Episcopal Church, Norfolk.

In October, 1873, a chapel erected by the guild members of St. Paul's and Christ congregations, under the name of St. Luke's, was opened for divine services. This chapel has grown into a strong, vigorous and self-sustaining parish, having one of the most beautiful and elaborate Episcopal edifices in the South.

St. Peter's Protestant Episcopal Church, Norfolk,

was organized in 1886, and on the 19th of November of the same year the first vestry was elected. During this year the edifice was erected, and on March 14, 1887, consecrated by Bishop Whittle. Its first rector was Rev. Beverley D. Tucker, who resigned December 1, 1886, and was succeeded by Rev. W. L. Gravatt, who accepted a call from the church December 15, 1886, and entered upon his duties

in February, 1887. He was succeeded by Rev. W. R. Smith, who in turn was succeeded by the present rector, Rev. Charles E. Woodson. The building completed cost \$2,410.07.

There are two chapels in Elizabeth River Parish.—Emanuel in Huntersville, suburb of Norfolk, and St. Mark's at Lambert's Point.

RECTORS IN ELIZABETH RIVER PARISH.

Rev. John Wilson.....	1637
Rev. Thomas Harrison.....	1640
Rev. Richard Powis.....	1648
Rev. William Nern.....	1680
Rev. James Falconer.....	1720
Rev. Garzia.....	1724
Rev. Moses Robertson.....	1734
Rev. Charles Smith.....	1749
Rev. Thomas Davis.....	1773
Rev. Walker Maury.....	1786
Rev. James Whitehead.....	1789
Rev. William Bland.....	1791
Rev. Andrew Syme.....	1808
Rev. Samuel Lowe.....	1816
Rev. Enoch Lowe.....	1821
Rev. William Wicks.....	1823
Rev. George A. Smith.....	1825
Rev. Henry William Ducahet.....	1826
Rev. Ebenezer Boyden.....	1833
Rt. Rev. William Meade.....	1835
Rev. Martin P. Parks.....	1836
Rev. Thomas Atkinson.....	1837
Rt. Rev. Joseph P. B. Wilmer.....	1838
Rev. Upton Beall.....	1841
Rev. Benjamin M. Miller.....	1845
Rev. Leonidas T. Smith.....	1845
Rev. David Caldwell.....	1845
Rev. George D. Cummings.....	1847
Rev. William M. Jackson.....	1849
Rev. Charles Minnigerode.....	1853
Rev. Lewis Walke.....	1856
Rev. Nicholas A. Okeson.....	1856
Rev. Erskine M. Rodman.....	1857
Rev. O. Sievers Barten.....	1865
Rev. Beverley D. Tucker.....	1882
Rev. W. L. Gravatt.....	1887
Rev. John B. Newton.....	1890
Rev. A. S. Lloyd.....	1894
Rev. William A. Barr.....	1900
Rev. W. R. Smith.....	—
Rev. Charles E. Woodson.....	1900
Rev. Carl Eckhardt Granmer.....	1900

Trinity Protestant Episcopal Church, Portsmouth.

It was in the early part of 1761, in the reign of George III, that an Act was passed authorizing the division of Elizabeth River Parish, which was coincident with Norfolk County,

into three parts, that part west of the Southern Branch to be Portsmouth Parish.

The election for vestrymen of this parish was held under the supervision of the sheriff, and on the 8th day of June, 1761, they appeared before the County Court and qualified as the law directed. In 1762 the vestry caused to be erected, at the southwest corner of High and Court streets on land dedicated by Col. William Craford, Trinity Church; and they also purchased from him the Glebe, 175 acres, now the site of Port Norfolk. Two other churches were built in Portsmouth Parish, one near the village of Deep Creek and one near Hodge's Ferry, on the north side of the Western Branch. These two churches have long since disappeared.

It would seem that for some reason Rev. Charles Smith, who had been rector of Elizabeth River Parish, gave up St. Paul's Church, Norfolk, and became the first rector of Portsmouth Parish, and continued in charge until his death at the Glebe at Port Norfolk, in 1773. His tombstone with an interesting inscription lies in this churchyard. He was succeeded by Rev. John Braidfoote, who was a native of Scotland and had been only a short time in the ministry when the Revolutionary War broke out. He was a zealous patriot, and served as chaplain in the Revolutionary Army, returning to his parish after the close of the war. He married Blandinah Moselley of Norfolk. He died at the Glebe (now Port Norfolk), 1779, and was buried by the side of his predecessor in an unmarked grave. His descendants are still among the parishioners of Trinity Parish.

He was succeeded by Rev. Arthur Emmerson, who took charge of the church in 1785. He was a native of Accomac County, and was 42 years old when he took charge. He was the son of a clergyman, and was ordained in England by the Bishop of London. He was in charge of a parish in Brunswick County and also Nansemond. He was for 16 years rector of Portsmouth Parish, and lived at the Glebe until, on account of bad health, he moved into Portsmouth and bought

the property next to the churchyard. Here he spent the remainder of his days, faithfully discharging his duties as far as health would permit. Dr. Wingfield wrote in 1855: "He is spoken of by those who knew him who are now living, as a truly pious man, and consistent Christian, but being always in delicate health, he was unable to perform much active labor and resorted much to his books, both for instruction and recreation. He was buried under the present door-way of the old church, which was the chancel of the old church, but when the church was enlarged or changed, his body was removed to Accomac. He died in 1801, leaving behind a record of a noble Christian life and unsullied character."

The next rector was Rev. George Young, who remained in charge eight years. He removed to Prince George County, where he died and was buried in 1811.

From 1809 to 1821, the services of the church ceased to be rendered on this spot. The flock was scattered and strayed into other folds. The church building, though of brick, became much out of order and at one time was converted into a school-house. "It was utterly unfit for holding divine service. But for the timely efforts of a few who were still attached to the old building, from having in their childhood been carried there by their pious forefathers, that too would soon have fallen to ruins, as most of the congregation had gone off and united with surrounding denominations, leaving but a very small remnant who remembered and preserved their attachment for the old church and her solemn ways."

In 1820 an incident occurred that awoke the sleeping activity of the church here. Some members of the Presbyterian Church invited a minister of that denomination to come and hold occasional services for them in the old disused church. They obtained permission of the few remaining members who held on to it, and put some repairs on it to preserve it from utter ruin. The Episcopalians, along with others, attended these services, which were

held at shorter and shorter intervals. At last this minister, without asking anyone's permission, indicated that he would virtually take possession of the church, by giving out notice that he would have service there every Sunday. The members of the congregation, esteeming his interpretation of the laws of hospitality rather broad, asked for the keys of the church, and declined to extend any further courtesy to this minister who desired to assume control of the old church. They then invited Rev. Enoch M. Lowe, of Christ Church, Norfolk, to come over occasionally and have services for them. This he did until 1821 (Easter) when he called a meeting and had a vestry elected as follows, viz: William Dickson, John Dickson, Arthur Emmerson, John Cox, John Wilson, D. A. Reynolds, George Webb and William P. Young. The vestry invited M. B. Chase, chaplain in the U. S. Navy, to have services for them, and sent M. B. Chase and Arthur Emmerson to the convention which met in Norfolk. This convention was held in Christ Church, which at that time was the only Episcopal Church occupied in Norfolk. It had only 160 communicants. There were less than 175 in the community comprising both cities, where we now have a dozen churches and chapels, and 2,000 communicants. In Hawk's reports for the convention of 1821, is the following note: "The old congregation of Portsmouth Parish has been revived and promises to become a flourishing branch of our Zion." The delegates from Portsmouth Parish petitioned for its admission to the convention.

Rev. John H. Wingfield, then a deacon, who had been instructed by old Bishop Ravenscroft, and had been at work in Halifax County, attended this convention and stayed over a few days, preaching Sunday at the church here. The vestry immediately met and called him. After consultation with Rev. Mr. Ravenscroft, afterward Bishop of North Carolina, he accepted and began the work, to which he gave the best energies of his life for 50 years. We can now best trace the history of the parish by

transcribing from Hawk's history the reports Mr. Wingfield rendered briefly at each convention until 1835.

"In 1822, he reports 10 communicants, and says the report from this parish is highly favorable both as respects the spiritual and temporal condition of the church. In 1823, he reports to the convention: 'The Rector of this parish is happy in having it to say that the state of his charge has suffered nothing since his last report. The church has been put in neat and comfortable repair and the congregation has somewhat increased.' There have been 10 added to his list of communicants, all of whom he has reason to hope are of the number of such as shall be saved. Communicants 18.

"In 1824, he reports to the convention: 'The congregation of Portsmouth Parish increases slowly, and the general state of the church here is prosperous; an increased attendance on the preached word is more regular and general. The gospel kingdom is gaining ground, and the Rector rejoices in the hope of a "day of better things" not far distant.' Communicants 19.

"In 1825, he reports to the convention: 'Trinity Church, Portsmouth Parish. The Rector laments that he has nothing very favorable to report concerning his charge, but he is not discouraged, having some reason to hope that a better state of things will succeed.' Communicants 16. 'You will observe that this church received its name of *Trinity Church* in 1825, 63 years after it was founded.

"In 1826 he makes the following report to the convention: 'Trinity Church, Portsmouth: There has been very little change in the state of this parish since the last convention. The congregation has somewhat increased, and seems to be generally a little more serious and attentive. Meetings have been established in the week at private houses for prayer and exhortation, which appear to be viewed with interest. There is a catechetical class of about 25 children, who manifest con-

siderable interest in the instructions the Rector imparts to them on the catechism, collects and articles of the church.' Communicants 15.

"In 1827 he reports he has been blessed with the pleasing satisfaction of beholding an increasing interest on the subject of religion among his charge, manifested by the accession of several families to his congregation: by a more regular attendance in the public ministration of the word; by a greater number of persons taking an active part in the services of the sanctuary, and by more devotion in the manner in which those services are conducted. But that which proves to him most satisfactorily the increase of religious feeling among his people is the conversion—the true conversion, he trusts—of three individuals of his small charge within the last six weeks, and the inquiring state in which about half a dozen or more are at this time. He reports a Sunday-school started with 12 teachers and 80 scholars, and also that with the close of the past year he ceased his regular monthly ministrations in the Parish of Lynnhaven. Communicants 15.

"In 1828 he reports eight persons added to the communion, and also that measures were being taken to add side galleries to the church. Communicants in full, 24.

"In 1829 he reports the congregation as large as the number of pews will admit. He also reports liberal subscriptions to the amount of \$1,800, obtained for the purpose of enlarging the church, to which it is intended to add a steeple and vestry-room. 'The whole design will leave us with a debt of \$1,700, for the liquidation of which we depend upon the future increase of our congregation and the assistance of friends abroad and at home.' The number of communicants in 1829 was 24.

"In 1830, he reports to the convention as follows: 'Our house of worship has been almost entirely rebuilt since last convention. To the accomplishment of this object we are particularly indebted to one individual, who, besides his own personal labor and a liberal donation of \$100, generously advanced \$1,000,

without which the work must have been greatly retarded, if not suspended altogether.' Communicants, 33.

"In 1831, he reports 32 communicants.

"In 1832, he reports the parish growing. Communicants, 37.

"In 1833, he reports 39 communicants, and speaks with sorrow of the loss of life from cholera, by which Portsmouth had been visited during the year.

"In 1834, he reports 37 communicants, and says: 'There is a Temperance Society in this parish numbering about 200 members and continually increasing.'

"In 1835, he reports communicants 34, and says: 'Since the last convention, by the exertions of the ladies of the congregation, the debt due for the rebuilding of the church has been fully discharged and the state of the parish now, in outward things, is more prosperous than it has ever been since I took charge of it in 1822. I regret I cannot say as much concerning its spiritual condition. Though religious services are as abundant, and more so than ever, yet there is a general indifference manifested on the subject of personal piety, which prevails to a lamentable extent. "All seek too much their own, not the things which are Jesus Christ's." Here ends the report as given in Hawk's "History of the Protestant Episcopal Church in Virginia."

The church had been on this spot at that time 73 years.

We will now turn to Dr. Wingfield's address, given in 1871. He says in that address, "I have mentioned all that was done with our old building up to the year 1828." He then tells of rebuilding the old church, the changing of the chancel from the east to the west end of the church, the old chancel having been where the front entrance is now. In 1840 the congregation had again so increased in numbers as to require further accommodations. To procure this, side galleries were erected, many seats in which were at one time rented and occupied—one by white and the other by colored persons, to whom they were

respectively appropriated. "These were," he said, "our most prosperous days. In 1842, we had 27 confirmed and in 1843 nineteen." Then came a time of congregational trouble, which brought much sorrow to all and affected the growth of the church until 1853, when the prospects again began to brighten, which has continued up to the present time.

Dr. Wingfield goes on to say: "In the year 1856, this recess chancel and present vestry-room were erected at the cost of \$1,200, and thus was commenced the beautifying of this sacred edifice, which has been gradually carried on until it has reached the state in which you now behold it. During the late civil strife, it was shamefully and sacrilegiously profaned and defaced, from which condition it has since been restored and other adornments added in memory of loved ones whom we would not forget." The church during the Confederate War was used as a hospital, boards being nailed to the tops of the pews.

Dr. Wingfield during his old age was assisted by his son, the present Bishop of Northern California, and also by Rev. John S. Lindsay, now in Boston. He celebrated his 50th anniversary of rectorship in November, 1871, and died a few days after. "Self-sacrificing, devoted to the service of Christ and the Church, patient in his labors, humble in his opinion of his worth, he has entered into that rest which remaineth for the people of God." His last words spoken in this place were: "Let us remember we must all appear before the judgment seat of Christ, to account for our improvement of our many religious privileges. May we hear Him say, 'Well done, good and faithful servants, enter ye into the joys of your Lord.'"

After Dr. Wingfield's death, Rev. Thomas A. Tidball became rector. The list of communicants at this time was about 120 persons. He remained rector six years, and was succeeded by Rev. Reverdy Estill, now of St. Paul's, Louisville, Kentucky.

He was succeeded by Rev. Charles J. Holt, who remained only a short time and went to

New York. He was followed by Rev. F. F. Reese, now of Macon, Georgia, and he was succeeded by Rev. R. W. Forsyth, now of Philadelphia. He was succeeded by Rt. Rev. James B. Funsten, now Bishop of Idaho, who resigned in 1899, when Rev. A. G. Thompson was called on and preached his first sermon on December 2, 1899. During Rev. Mr. Funsten's pastorate the church was enlarged. A watch service commenced in this church at 11:30 o'clock, P. M., December 31, 1900: Hymn 421—Psalms 47 and 48—Lessons 12 Ch. Ecclesiastes, 25 Ch. St. Matthew, beginning at 31st Verse—Hymn 196; the bells tolled out the nineteenth century, while the congregation were at prayer, and rang in the new. The services closed at 12:20 o'clock A. M., January 1, 1901, in the twentieth century.

In Deed Book No. 56, Page 21, in the clerk's office of the Norfolk County Court can be found the following deed:

Whereas, the Legislature of Virginia, when they took from the Episcopal Church the Glebes belonging to the same, did secure to the said Church the houses of Public worship, and all the Plate and Burying Grounds attached to them, to be used and disposed of as the said Episcopal Church should see fit to ordain according to her rites and ceremonies:—Therefore we the subscribers, Rector, Wardens and Vestrymen of Trinity Church, Portsmouth Parish, to whom it belongs, according to the canons of the said Episcopal Church, to manage the affairs of the said Trinity Church, in the said Portsmouth Parish, Do hereby convey and grant in our own names, as officers of said Church, in said Parish, for the time being and in behalf of the Congregation of said Church in said Parish to Ro. A. Armistead his heirs and assigns, forever, all right and title to Pew No. 53 in said Church in said Parish for and in consideration of his having paid to us, for the benefit of said Church in said Parish, the sum of forty-five dollars and he agreeing to pay annually the sum of sixteen dollars (to be paid quarterly for the support of the minister of said Church in said Parish), the said Ro. A. Armistead, further agreeing for himself his heirs and assigns that the said Pew No. 53 shall never be used for any other purpose than that for which the said Church has been consecrated and set apart and the rules and usages of the Episcopal Church in these United States sanction. In testimony whereof, we the said Rector, Wardens and Vestrymen of the said Church in said Parish have to these presents set our hands and seals this 31st day of May in the year of our Lord 1830.

(Signed)

J. H. WINGFIELD, Rector.
ARTHUR EMMERSON, Warden.

HOLT WILSON, Warden,
JNO. COX,
JOHN COCKE,
JAMES REED,
HENRY A. T. YOUNG,
R. B. BUTT,
S. M. LATIMER,
J. THOMPSON,
M. COCKE,
ALEX. GALT,
RO. A. ARMISTEAD.

On the 1st of September, 1800, Nancy Veale, wife of Capt. Isaac Luke, Jr., died in Portsmouth, in her 25th year, from grief on account of the death of her son, a little boy 27 months old, whose death occurred only five days before her own. She had previously lost two little girls. After her death her husband, who was the captain and owner of a merchant ship, made a voyage to England and had carved in London, out of Italian marble, a slab representing a beautiful urn, about five feet long and three feet across, to the memory of his wife and three children. This slab was fastened with large copper bolts to a brick wall which separated a small portion of Trinity Episcopal Church burying-ground, near the church, from the main portion of the cemetery, but during the Confederate War, while Portsmouth was in possession of the Federal troops, some of them tore it down from the wall to get the copper bolts out of it and in doing so broke it into eight pieces of different sizes. After the war, some of the relatives had the pieces gathered together and fastened or cemented upon a flat brick foundation built upon the ground. It was just inside the private gateway leading into the churchyard from High street. When the church walls were extended, this slab, which was in the line of the extension, was taken up and carefully arranged in another portion of the ground with the intention of replacing it in some permanent location in the cemetery. The artist who came from New York to design the interior decorations of the church suggested having it set on the wall inside the building. He said it was one of the handsomest pieces of memorial carving he had ever seen, and was a treasure of which no other

church in the country could boast. The suggestion was adopted and the memorial slab is fastened to the east wall of Trinity Church.

Captain Lake did not long survive his wife. After bringing the slab home he sailed on another voyage, but his ship never returned, nor was anything ever heard of him again. Whether his ship went down in a storm or was taken by pirates will never be known.

All Saints' Chapel, Park View, Portsmouth, a mission of Trinity, now has the regular ministration of Rev. Edgar Carpenter, who has lately been added to the church force in the city. This congregation is rapidly increasing and will soon become a separate organization.

St. John's Protestant Episcopal Church, Portsmouth,

has had its location changed and been entirely rebuilt during the last two years. The old brick building and lot on Court street were sold, and a handsome stone church erected on the corner of London and Washington streets. It was dedicated September 1, 1898. The church is of graceful proportions and of purely Gothic architecture.

In 1896 St. John's Church reported to the convention 76 communicants. This year (1900) it will report about 175, a gain of over 100 per cent. in the last four years. St. John's has its mission in the rapidly growing suburb of Port Norfolk. The value of St. John's Church property, including lot for parish building, is about \$31,000.

The old St. John's Church was established in May, 1848, and the church building consecrated May 29, 1850. The first rector was Rev. James Chisholm, who died of yellow fever September 15, 1855. Then followed Rev. Robert Jope from March, 1856, to December, 1858; Rev. Henry Wall, 1861-62; Rev. John Crosby, 1865; Rev. R. H. McKim, 1866-67; Rev. John Steele, 1868; Rev. J. D. Powell, 1868 to 1895; Rev. Z. S. Farland, December 1, 1895—.

ST. BRIDE'S PARISH.

There are two Episcopal churches and two missions in St. Bride's Parish; but for many years the church work in this parish was extinct. The first church was built in 1662 at Great Bridge, on the Great Road just opposite the point where the New Mill Creek road joins this great highway to North Carolina. Rev. James Pasteur was the first pastor. It is said that the funeral rites of Captain Fordyce, the English officer, who was killed in the battle of Great Bridge, took place in this church, and that Rev. John Hamilton Rowland, grandfather of Thomas B. Rowland of Norfolk, officiated. Sometime in the year 1776, Rev. Emanuel Jones, Jr., became the minister. In the year 1787, Rev. Needler Robinson was the rector, but remained only one year. The church went into disuse and was torn down about the year 1845.

Rev. Robert Gatewood established St. Paul's Church in Berkley in 1872, reviving the work of St. Bride's Parish; afterward St. Thomas' Church was organized; and since two missions,—St. Mary's and Money Point,—have been established. Rev. E. C. Burr was the first rector of St. Thomas' Church; he was succeeded by Rev. J. R. Hubert, D. D., and Rev. H. S. Lancaster. The present rector is Rev. Clarence N. Conant.

Since 1637 the Episcopal Church in Norfolk County has grown rapidly in wealth and influence, and added much in strengthening the moral and religious forces of this section.

Below we give the names of Protestant Episcopal churches in Norfolk, Portsmouth and Berkley, number of members, valuation of property and money paid out in 1897-98.

	Members.	Valuation.	Money paid out.
St. Luke's (Norfolk)....	625	\$77,538	\$11,000
St. Peter's (Norfolk)....	230	8,950	4,000
Christ (Norfolk).....	554	79,200	10,801
St. Paul's (Norfolk)....	398	43,000	7,520
Trinity (Portsmouth)...	361	45,600	7,805
St. John's (Portsmouth)...	80	3,200	368
St. Paul's (Berkley)....	50	5,000	432
St. Thomas' (Berkley)...	80	6,600	1,857

CHAPTER XIV

CHURCHES AND BENEVOLENT ORGANIZATIONS—Continued

CATHOLIC CHURCHES—PRESBYTERIAN CHURCHES—HEBREW SYNAGOGUES—CHURCH OF CHRIST (DISCIPLES)—LUTHERAN CHURCH—CHRISTIAN CHURCHES—BAPTIST CHURCHES—METHODIST EPISCOPAL CHURCHES, SOUTH—BENEVOLENT ORGANIZATIONS.

ROMAN CATHOLIC CHURCHES.

St. Mary's Roman Catholic Church, Norfolk.

Of which Rev. Father John J. Doherty is pastor and Father O'Hara is assistant, occupies as its church domicile one of the finest specimens of Gothic architecture in Virginia. Just when the first Catholic Church in Norfolk was erected is in doubt, but on the grounds occupied by the present edifice there existed so late as 1850, an old church building, which had been for many years abandoned, the congregation worshipping in a church building the walls of which are to a large degree preserved in the large Doric edifice at the rear of the present church, which until its destruction by fire in 1856 was used as a church, and which, since then rebuilt, was for many years used as the domicile of St. Mary's Male Academy, and since the removal of that valuable school to its present habitat, some three years ago, has been used as a hall for school and church fetes.

The present church edifice was dedicated in 1858. It was built under the supervision and as the result of the labors of Rev. Father O'Keefe, who succeeded Rev. Father Hitzelberger in 1852, at the end of a 10 years' pastorate, and was pastor of the church through the terrible yellow fever scourge of 1855, re-

maining at his post of duty with a heroism that won the hearts of Norfolk people without reference to denominational belief.

The destruction of the church by fire in 1856 was a heavy blow to the congregation, but, rallying under Father O'Keefe's leadership, with splendid determination and self-sacrifice they put their shoulders to the task, and the new church building was the result. The old church was named St. Patrick's, but in 1854 the dogma of the immaculate conception was promulgated by Pope Pius IX, and the new church was the first of any prominence, if not the first, in fact, in this country to take the name of St. Mary's of the Immaculate Conception. The building alone (the shell) cost \$65,000, and to-day the property is valued at between \$125,000 and \$150,000. It is now free from debt, and may be consecrated in the near future. Father Doherty has for 20 years been pastor of the church, and has seen it grow to a position of power and influence that must be pleasant to contemplate: he numbers in his congregation many of the most prominent of Norfolk's citizens.

The church has under its care St. Mary's Male Academy, St. Mary's Female Academy and Orphan Asylum, and the St. Vincent de Paul Hospital.

St. Mary's Male Academy is under the

direct administration of the Navierian Brothers. It is situated in a square bounded by Holt, Reilly, Mariner and Walke streets, has ample grounds, and has now about 200 names on its rolls.

Another branch of Christian education under the charge of St. Mary's Church is the St. Mary's Female Academy and Orphan Asylum, both under the care and government of the Sisters of Charity, the first of which has about 200 pupils on its rolls, the latter caring for some 50 orphans; to each is given the loving care and direction for which the Sisters are noted.

The data obtained in this sketch of St. Mary's Catholic Church only dates back as far as 1852, when Rev. Father Mathew O'Keefe became the pastor; the congregation was worshipping at that time in the old church on Holt street, known as St. Patrick's,—on the morning of December 8, 1856, this church was destroyed by fire, only three of its walls being left standing. Arrangements were at once made to rebuild, using the old house as a temporary place of worship while the new church was in course of erection, and on March 25 the congregation was again in possession of their old church. On the same day, which was the festival of the Annunciation, the corner-stone of the present edifice, St. Mary's, was laid, and on the 3d of October, 1858, it was dedicated by Rt. Rev. Bishop McGill. In the interval between the laying of the corner-stone and the dedication of St. Mary's edifice the congregation continued to worship in their old church, while the work of erecting the new one was vigorously entered upon and pushed forward to completion.

The present church, which is one of the handsomest and most imposing edifices in the city, was completed at a cost of \$125,000. Since the building of this church an elegant pastor's residence adjoining it on the corner of Chapel and Virginia streets was erected at a cost of \$12,000. St. Mary's Female Academy and Orphan Asylum cost \$30,000. The

total valuation of the church property is \$182,000.

The present pastor, Rev. Father John J. Doherty, succeeded Rev. Father O'Keefe in the fall of 1887, over 13 years ago, and under his ministrations the church has grown in numbers and influence. The present membership of St. Mary's is about 2,000 souls.

*Sacred Heart Roman Catholic Church,
Norfolk.*

In 1895 a number of the members, realizing the importance of having a second church in the city, withdrew from St. Mary's and formed a new congregation under the name of the Sacred Heart Church. A lot was purchased on the corner of York and Dunmore streets at a cost of \$23,000, and a neat edifice erected thereon for \$7,000. This church was built under the supervision of its first pastor, Rev. Father McCarty, who was succeeded by Rev. Father T. J. Wilson, whose successor is the present pastor, Rev. Father R. A. Drake. The membership consists of 1,000 souls.

*St. Paul's Roman Catholic Church, Ports-
mouth.*

*The following historical account of this church was
written by Mrs. Olivia S. Cooke, one of its oldest communi-
cants.*

The five Catholic churches which have been erected in the parish, now the city, of Portsmouth, Virginia, were all under the patronage of St. Paul.

Early in the nineteenth century the land on which the present church was built was given by Patrick Robertson for that purpose; he also gave the land situated on the north side of High street, adjoining the land on which is now the Ocean House, with the tenements thereon, said land extending to Middle street. This was given for the benefit of the church when it should be erected. The congregation at that time was very small, consisting of a few French and Irish families.

The first church was a very small brick edifice, placed well back from either street and facing east, with a brick floor level with the ground. Immediately beyond the stone door-sill was the grave of the donor, covered with a marble slab, upon which his name was engraved. The sacristy was in the northeast corner of the building and separated from the body of the church by tongue and grooved slabs; there was neither pulpit nor organ, and the whole interior was very plain. When this church was built the writer does not know. This parish was attended by the priest of Norfolk, who also had a small congregation, composed of French refugees from San Domingo, who came here in October, 1799. The name of the reverend father was DeLacy, who was also a refugee. The first priest who came to take charge of the Portsmouth congregation was Rev. Joseph Van Horsigh, a native of Antwerp, who came in 1824, and remained until 1834, when he was sent to Washington, D. C., where he lived until his death, April, 1851.

The congregation increased so rapidly, it was found necessary to have a larger building; therefore the first church was pulled down and replaced by a very attractive building. This church was built of brick, stuccoed all over, and the floor was about four feet from the ground. Unlike its predecessor, it faced High street and was located back about eight feet from the pavement. This building was erected during the pastorate of Rev. Father Joseph Van Horsigh. After the church was completed a row of cedars was planted on the west, north and east sides, which gave the building a very picturesque appearance. A handsome fence separated the steps to the entrance of the church from the street, and just inside the gate was a willow tree on either side, which added greatly to beautify the picture. In this church there was a pulpit, an organ gallery, which was placed over the door, an organ and a bell. Over the sanctuary altar, which was opposite the entrance to the church,

were the words in large gilt letters, "Reverence My Sanctuary."

After Rev. Father Horsigh left the parish, in 1834, the next priest who succeeded him was a young German by the name of Burgess, who did not speak English very plainly; he only remained six months. After his removal the next priest who came was Rev. Father Joseph Stoakes; he remained about 18 months or more. The congregation was then without a priest for nearly two years, when, in the spring of 1839, Rev. Father Walter Moriarty was sent to take charge of the seemingly forgotten congregation.

During Rev. Father Moriarty's time he had the church frescoed; the designs were "The Crucifixion," over the altar; "The Immaculate Conception," on one side of the altar, and "The Annunciation," on the other side, and the "Twelve Apostles," six on each side of the church. The Rev. Father remained in charge until August, 1844.

From that time until October of the same year the Catholic flock was left again without a shepherd, when the dear Lord took compassion on this poor parish and sent to it Rev. Father Devlin, the priest and martyr. He remained in charge of the Portsmouth congregation 11 years, when he, too, was taken from it. In 1855, when the two cities of Portsmouth and Norfolk were visited by the dreadful scourge, yellow fever, the good father was indefatigable in his efforts to relieve the sick of all grades, classes and religions, without any distinction, until, overcome by the terrible strain upon his system, he, too, fell a victim to the fever. After rallying twice, the third attack conquered and he was called to fill a martyr's grave. He did not leave his charge without a monument to his memory, which was the third church built on the same site.

The congregation having the second time outgrown the church, the one built during the administration of Rev. Father Van Horsigh was pulled down and a much larger one built. This church was commenced in 1851, and also

fronted High street and stood a little back from the street. The first mass offered up in this church was on Sunday, February 13, 1853, and Rev. Father Joseph H. Plunkett, a dear friend of Father Devlin's, preached at night on "Purgatory." After the death of Father Devlin in October, 1855, Rev. Father Plunkett requested his place, and was sent in January, 1856, to fill it. Notwithstanding the havoc made in the congregation by the fever, the church had to be enlarged by running galleries on the east and west sides of the building.

This church was of short duration, for it was scarcely finished when it was leveled to the ground by fire in April, 1859, caused by the hand of an incendiary; not, as at first believed, from any malice to Catholics, but as a means to rescue friends who were confined in the jail, which building was on the southeast corner of High and Washington streets, opposite the church. This belief was strengthened by the absence of the very persons the next morning; how they escaped no one knew, but all thought it occurred during the excitement at the fire, especially as many persons remembered seeing a hack standing not far from the jail on Washington street.

The fourth church was commenced as soon as arrangements could be made to begin so great an undertaking. The first thing that was done was to fill up the marsh on the west side of the church, for that part of the yard, as well as what is now Washington street, was then, and for many years previous, nothing but a marsh. After that the foundation of the fourth church was commenced, making the front on Washington street, with an entrance also on High. This church was commenced about 1860, but many years elapsed before it was completed, the war between the States being a drawback. It was, however, so arranged that it could be used for divine service.

At the close of the war Rev. Father Plunkett began to solicit subscriptions and was enabled to improve his handsome edifice greatly. This church was very much larger than any of the others, and yet none too large, as the con-

gregation had increased in proportion. Like its predecessor, it met the same sad fate, as it was burned to the ground on Sunday, 4 A. M., March 28, 1897.

Rev. Father Plunkett, like his friend, Father Devlin, did not live to see the destruction of his beautiful monument, for his anxiety and efforts to get the church completed brought on a spell of sickness, which finally caused his death at St. Vincent's Hospital, Norfolk, Virginia, on February 3, 1870. Father Plunkett was brought over to his home on the following day and laid in state before the altar on which he had offered up the holy sacrifice so often; he was buried on Sunday, February 6, at the foot of the altar, just on the outside of the sanctuary rail. Rev. Father William Hanley was sent as assistant to Father Plunkett during his sickness and remained for some time after his death.

Rev. Father Thomas J. Brady was sent to take charge of the parish, which had been filled for 14 years by the much beloved and lamented Father Plunkett. Rev. Father Brady took charge in October, 1870, and went to work with a good will and determination to carry on the work which was so well begun by Rev. Fathers Devlin and Plunkett. In the course of time Rev. Father William Hanley was sent as his assistant. Rev. Father Brady by his efforts had nearly relieved the church of the debt commenced by Father Plunkett, when it was burned. The pressure on the mind of our good and much beloved pastor, Rev. Father Brady, caused by this terrible calamity, was very great. However, steps were immediately taken to build another and much handsomer church, and on February 2, 1898, the first dirt was thrown up to begin its foundation. Father Brady began work with a firm determination, and by his zeal and the exertions of his congregation, with the kind assistance of outside friends, the fifth and the most beautiful church of all is on a fair way of being completed in a much shorter time than was at first expected. As this will be the good father's monument, it is to be hoped he will not

only live to see it completed, but that he will live to offer up divine service in it for many years yet to come.

The first sacrament of confirmation that ever took place in the Catholic Church in Portsmouth was in 1830, in the first little church. Archbishop Whitefield, Fourth Archbishop of Baltimore, was the celebrant, and Mrs. Olivia S. Cooke is the last of that little band who were then made soldiers of Christ. The first marriage that ever took place in church was in the second edifice; the parties were Miss Virginia Bilisoly, daughter of Sylvester Antonio Bilisoly and sister of the late Joseph A. Bilisoly, to Dr. Laurensco Jose Moniz, of Lisbon, Portugal. Rev. Father Van Horsigh performed the ceremony, which took place in July, 1833. The second marriage, which took place in the same church, was that of Patrick Henry Cooke to Olivia S. Bilisoly, on Monday, September 16, 1844. The stationed priest of Norfolk at that time, Rev. Father Alexander Hitzelberger, was the celebrant.

(MRS.) OLIVIA S. COOKE.

PRESBYTERIAN CHURCHES.

First Presbyterian Church, Norfolk.

Presbyterianism in Norfolk is a heritage from the early days of religious life and activity in America. Rev. Francis Mackemie was one of the first and most prominent of the apostles of this faith in the New World. His labors were spent chiefly in Maryland and the region northward, but in May, 1684, he visited the part of Virginia lying on the Elizabeth River, and there found an organized Presbyterian Church, of which, in a letter preserved by the Massachusetts Historical Society, he says: "I found there a desolate people mourning the loss of their dissenting minister, whom the Lord had been pleased to remove by death the previous summer." We may infer that their work began some time before this, and date the beginning of their church life some time about the year 1680. From this time to 1710 there are no records of the church. This

fact may be readily accounted for, however, by the periods of intolerance and persecution, of long duration, through the intervening years.

From the records of the Norfolk County Court we learn that Rev. Josias Mackie was licensed in 1692 to preach at three points,—the house of Thomas Ivy, on the Eastern Branch; the house of Richard Phillpot, on Tanner's Creek, and the house of John Roberts, on the Western Branch, and, in 1696, the house of John Dickson, on the Southern Branch. At a court held for Norfolk County in January, 1714.—

These are to certify to their worships, His Majesty's justices for Norfolk County, that I the subscriber do pitch upon a house, last summer erected and now built upon the land belonging unto Richard Butt, Senr., in the Southern Branch for one of our appointed places of public meeting for divine worship and administration of Gospel ordinances, requesting that the same may be entered a record under my hand the first year of His Majesty's reign, this 17th day of January, 1714.

JOSIAS MACKIE.

The above request granted and ordered to be recorded,

THOS. BUTT, *Deputy Clerk.*

Norfolk became a town in 1705. Mr. Mackie died in 1716, as recorded by the Norfolk County Court, and his people are spoken of in a letter of the Philadelphia Presbytery as "the congregation on the Elizabeth River."

In 1801 the General Assembly appointed Rev. Benjamin Grigsby to itinerate through the lower parts of Virginia. By invitation of the church in the borough of Norfolk, of which John McPhail and William McKinder were ruling elders, he became identified with its work, and during the year 1802-03 succeeded in having a building erected at a cost of \$12,000. This building still stands at the corner of Bank and Charlotte streets, in good preservation; and the church organization in the "Borough of Norfolk" continues as the First Presbyterian Church. In 1814 the number of communicants in this church was 43. In 1840 the congregation, which numbered 122 communicants, removed to its new building on Church street, which is the present spiritual

home of the large and flourishing assembly of their descendants and successors.

From the completion of the church building in 1802 to the year 1822 the elements for the communion service in the church were furnished by the grandmother of Hugh Blair Grigsby and John B. Whitehead, and from that date to December, 1800, by their mother; and by Mrs. John B. Whitehead, with the exception of three years during the Confederate War, until her death, and then by her daughter until the present time. So from under the same roof for a hundred years less five have been borne the sacred elements for communion in the First Presbyterian Church.

PASTORS.

Rev. Francis Makemie.....	1683-1692
Rev. Josias Mackie.....	1692-1716
Rev. Benjamin Grigsby.....	1801-1810
Rev. John H. Rice, D. D.....	1811-1814
Rev. John D. Paxton, D. D.....	1814-1819
Rev. Joshua T. Russell.....	1820-1824
Rev. Shepard K. Kollock, D. D.....	1825-1834
Rev. John D. Matthews, D. D.....	1835-1840
Rev. Samuel J. Cassells.....	1841-1846
Rev. S. J. P. Anderson, D. D.....	1846-1851
Rev. G. D. Armstrong, D. D., LL. D.....	1851-1891
Rev. James I. Vance, D. D., Oct. 2, 1891-Feb. 1, 1895	
Rev. James R. Howerton, D. D., June 10, 1895	
Rev. Edward Mack, D. D.....	1900—

In 1851 Rev. George D. Armstrong became pastor, and for 40 years continued in the relation, sharing with the church the joy of her achievements, as well as the sadness and burden of her trials. These latter were no ordinary dispensations, such as are common to men, but scenes of bleeding hearts, and want and death—of pestilence and war. In 1855, during the summer of the pestilence, the church was brought almost to desolation. By the 1st of September only 87 communicants remained in the city. Some had died and many had fled from the fever. The pastor remained. Of the 87 remaining members few escaped the pestilence, and 32 died. After the scourge passed away hope returned, the life of the church was revived and she kept on her way until the war came on, and again her trials were multiplied.

Her pastor was removed under an arbitrary military order and confined to a harsh military exile for 15 months.

After the war prosperity returned and the church continued to be a center of light and of moral and spiritual power in the community, an exponent of evangelical Christianity and a perpetual admonition against all unrighteousness.

In July, 1891, the congregation celebrated the 40th anniversary of the installation of Dr. Armstrong as pastor. This anniversary also marked the termination of the pastorate that had been so long and tenderly cherished.

Rev. Edward Mack, D. D., is the pastor of the church at this writing; there are 17 officers, a membership of 600, and the estimated value of church property is \$85,000.

All the Presbyterian churches of the community, including those of Portsmouth and Berkley, are the offspring of this mother church.

Second Presbyterian Church, Norfolk,

Was organized in 1872 with 50 members, three elders and three deacons. In February, 1873, Rev. N. M. Woods was called to the pastorate, and the present church building on Freemason street was erected at a cost of about \$15,000. After the retirement of Rev. Mr. Woods, Rev. F. O. Frierson was called to the pastorate, and continued in charge for several years. He was succeeded by Rev. R. Moreton, who continued to supply the pulpit for a limited time.

In October, 1888, Rev. William S. Lacy was installed pastor, and continued in this position, honored and loved by his people and the good people of the entire city, until failing health compelled him to resign in 1899. Extensive improvements were made in the church building this year, adding much to the attractiveness and comfort. In January, 1900, Rev. J. Ernest Thacker entered upon the pastorate. The membership now numbers 254, with five elders and seven deacons. The church property is valued at \$25,000.

*Colley Memorial Presbyterian Church,
Norfolk,*

Was organized in 1883, with Rev. J. H. Baldwin as pastor. His active services continued until 1889, during which time the work prospered. Rev. R. A. Robinson was elected pastor in 1890. In January, 1898, Rev. C. W. Maxwell was installed pastor, and continues in that position. The members number 177, with five elders and six deacons. The estimated value of the church property is \$60,000.

Park Avenue Presbyterian Church, Norfolk,

Was organized in 1884 with a roll of 40 communicants, three elders and three deacons. Rev. E. B. McCluer was its first pastor, and continues in that position. The church has had a moderate but substantial growth. Its membership now numbers 180, with four elders and seven deacons; the church property is valued at about \$12,000.

*Lambert's Point Presbyterian Church,
Norfolk,*

Was organized in 1897. The church is prospering under the ministry of Rev. C. D. Gilkeson. The church has an attractive building, a faithful set of officers and an earnest people. The number of members is 63, with two elders and two deacons; the estimated value of the church property is \$5,000.

Park Place Presbyterian Church, Norfolk,

Is the youngest church of this communion in the city, having been organized in May, 1899, with a membership of 32. Rev. George W. Lawson is its zealous and popular pastor. The membership is now 39, with three elders and three deacons. The church has a handsome building, valued at \$7,000.

*Armstrong Memorial Presbyterian Church,
Berkley,*

This church was named for the distinguished divine, Rev. George D. Armstrong, D. D. It was established about 10 years ago,

with 11 members, and they have increased to 106. The church building cost about \$6,000. The first pastor was Rev. E. L. Scott; he was succeeded by Rev. E. B. McCluer; then Rev. H. G. Miller, who was followed by Rev. W. A. Slaymaker, the present pastor.

First Presbyterian Church, Portsmouth,

In the month of May in the year 1822, the old church which stood on the northwest corner of Middle and London streets in the city of Portsmouth was solemnly dedicated to the worship of God by Rev. Benjamin H. Rice, of Petersburg, Virginia, and the church, known as the Middle Street Presbyterian Church, was formally organized with five members. How long previous to that date Presbyterian services had been held in this city is not known with accuracy; it is known, however, that prayer meetings with occasional preaching, conducted under Presbyterian auspices, had been held for several years previous to the organization of this church. Rev. John D. Paxton, D. D., of Norfolk, and Rev. Joshua T. Russell, between 1814 and 1824, held occasional services in private houses in Gosport; and for a year or more Presbyterian services were held in Trinity Protestant Episcopal Church, which at that time had no regular rector. After these services in Trinity Church were discontinued the Presbyterians used the school-house of Anson Brooks on the southeast corner of Middle and London streets.

During 1820 or the early part of 1821 the first steps were taken towards the building of a Presbyterian church, the leading spirits being Anson Brooks and Francis Grice, and it was mainly through the efforts of these gentlemen the first church was built. The lot, 180 by 56½ feet, was purchased in July, 1821, for the sum of \$500 from Mrs. Barbary Dougald, of Aberdeen, Scotland. The five members who constituted the church were Francis Grice, his mother, Mary Grice, Dorothy King, Jane Dickson, and Abigail Maulson. The first pastor was Rev. J. J. Pierce, who continued until

January, 1823, and the first member received into the church was Mrs. Susan Perry. The first child baptized was Virginia Grice, daughter of Francis Grice. The first regularly installed pastor of this church was Rev. Joseph C. Smith, who continued about three years and was succeeded by Rev. R. F. Cleveland, who served only one year. The next pastor was Rev. William Neill, who continued until the dissension between the Old and New School Presbyterians arose. He sided with the "Old," but the majority of his flock went with the "New School."

Rev. James Stratton succeeded him. In December, 1842, L. W. Boutwell was elected and ordained a ruling elder, and in December, 1843, H. V. Niemeyer; the former fell a victim to the yellow fever and the latter died in 1883, having served for 40 years.

Rev. James M. Kinball was elected pastor in February, 1848, and died March 2, 1849, from the effects of a fall. He had a twin brother so much alike that it was with difficulty one could be distinguished from the other. Some months after the death of the minister this brother visited the city and, unannounced, appeared at the weekly prayer meeting in the church, which caused great consternation in the assembly, and some thought the deceased pastor had arisen from the grave.

Rev. G. W. Noyes was the next pastor, and he was succeeded by Rev. Charles Evans. Under this pastor, Dr. John W. H. Trugien was ordained a ruling elder, who, although having a large practice, always made it a point to attend divine services at his church. He was one of the heroes who fell at his post of duty, laboring to relieve the suffering of his fellow men during the prevalence of yellow fever in 1855. Rev. Alexander Porter became pastor next, and while he served the church the High Street Presbyterian Church was organized with 17 members and Rev. Robert J. Taylor was called to its charge, who left in 1862 to be a chaplain in the Confederate Army.

Rev. I. W. K. Handy succeeded Rev. Mr.

Porter in December, 1854, and remained in charge until 1862, when he was arrested, thrown into prison by the Federal government and held for 15 months. The two churches were without pastors during the Confederate War, and at its close were united, with the Rev. James Murry as minister, who was succeeded in the spring of 1867 by Rev. D. C. Irwin, who was followed in 1873 by Rev. J. M. Rose. On the 7th of January, 1877, while the congregation were engaged in religious service, the building was discovered to be on fire. The benediction was pronounced and the congregation retired in an orderly manner. A short while after the sacred edifice was in ruins.

The location was changed to the northeast corner of King and Court streets and a handsome new church edifice was dedicated on the 26th day of September, 1877. Rev. Mr. Rose having resigned, Rev. R. Henderson was installed on April 14, 1881, who served until 1884, when Rev. T. Peyton Walton was called to fill the vacancy. Rev. R. L. McMurran succeeded him and entered upon his duties October 25, 1885, and this devoted Christian labored here until his death, September 28, 1892. The vacancy was supplied by Rev. John L. Allison, who was succeeded by Rev. R. B. Eggleston, the present pastor. The elders are: William H. Stokes, Paul C. Trugien, William A. Culpepper, E. L. Lash, E. R. Barksdale and E. S. Burgess; the membership is 300.

There is a church at Pinner's Point and a mission chapel at Prentice Place, suburbs of Portsmouth, both served by Rev. J. W. Lacy. The property, all told, consists of five buildings, with an estimated value of \$30,000.

HEBREW SYNAGOGUES.

There are two Hebrew Synagogues in Norfolk and several congregations which are without a regular place of worship.

Beth-El, Norfolk.

The synagogue of the Orthodox Hebrews, was founded by A. L. Goldsmith and Jacob

Umstadter. Mr. Goldsmith was the grandfather of Messrs. Nusbaum, of this city. The building is located on Cumberland street, opposite the Norfolk Academy. J. W. Spagat is president and Lewis Nusbaum vice-president. The late Samuel Seldner was president for a number of years. The rabbi, Rev. H. Bemmoshe, is a native of London, England, and enjoys repute as a scholar. There is a Sabbath-school attached to the synagogue, having about 75 to 100 children in regular attendance.

Ohef Sholem Temple, Norfolk,

Is the Reformed Church, and was founded in 1836. Rev. S. R. Cohen is the rabbi. He succeeded Rev. B. Eberson, who for many years officiated as rabbi and is now traveling abroad. The officers of the congregation are as follows: I. Moritz, president; Jacob Hecht, vice-president; Mr. Goldman, secretary; V. Strasburger, treasurer. The congregation has recently given out the contract for a handsome new house of worship, to be situated on Freemason street, near Granby. The present location is on Church street, facing Freemason. Their services are largely attended. The choir is excellent, containing some of the best vocal talent. The congregation numbers about 96 families, and is constantly growing.

Chevra Gomley, Portsmouth.

The colony of Hebrews in Portsmouth of Russian, Polish and other nativity growing to such an extent, it became necessary for them to have a place of worship, and just a few years ago, after using the City Hall and other places, they purchased the club room of the old Portsmouth Club, which for many years stood on Middle street. This structure they moved to a vacant lot which they had bought on High street near Washington, and on which they made many improvements. Not long ago they bought a lot on Washington street near County, but subsequently sold it. This con-

gregation, which is known as Chevra Gomley, has purchased the Central Methodist Church structure, the congregation of which will move into the new edifice to be erected in the very near future at the corner of South and Washington streets.

Church of Christ (Disciples), Norfolk.

Prior to 1867 there was not a member of this body of Christians in Norfolk. During that year a gentleman and his wife moved here from Richmond, Virginia. They began in a few months to celebrate the Lord's Supper, which is a weekly custom with this body of Christians, in their own home, having from time to time their friends to meet with them. Now and then a new member would move into Norfolk, and soon the plan was adopted of holding Lord's Day services from house to house. This was continued from year to year until 1873, when a hall was procured and dedicated and a church organized with 13 members. A pastor was at once employed. This hall was used until 1879, when the present building was erected on Freemason street between Brewer and Bank. The church was dedicated in December, 1879. The present membership is about 200. This church, while poor, has always been self-supporting, and has done a marvelous work in the way of contributing to every good work. It is pre-eminently a missionary church. It has had from time to time a number of able and cultured pastors. It has accomplished great good in this city and community. The present pastor is Rev. Ben C. Herr, an accomplished gentleman, a fine scholar, a preacher of rare ability and a most excellent pastor. The outlook for the church has never been brighter. The members (Disciples) number 450; the valuation of the church property is \$25,000.

Lutheran Church, Norfolk.

On the 20th of May, 1896, Rev. J. E. Shenk was sent to Norfolk by the Lutheran

Synod to survey the field and gather together the scattered members of that church who were residing here and form a congregation. Although an entire stranger, Rev. Mr. Shenk entered with a will upon his arduous labors and with a firm reliance in the Great Head of the Church and knowing no such word as fail succeeded in a very short time in organizing a church of that denomination with about 20 members. With this small nucleus Rev. Mr. Shenk continued unceasingly to labor until at the end of six years he has now a congregation of 158 members, a fine Sunday-school and a comfortable and cosy edifice on Charlotte street, purchased from the M. E. Church, which has been handsomely fitted up with an attractive stone front and modern improvements on the interior, at a cost of about \$8,000. Services are held there regularly every Sunday morning and night and on Wednesday evenings of each week.

CHRISTIAN CHURCHES.

Memorial Christian Temple, Norfolk.

The history of this church dates back to the year 1889. The first meeting was held November 11, 1889, at the residence of Mr. and Mrs. A. L. Hill, No. 222 Freemason street. This was an informal meeting, which resulted in the appointment of a finance committee, and through this committee a call was at once extended to Rev. C. J. Jones, D. D., of Columbus, Ohio, November 16, 1889. Dr. Jones accepted this call and entered upon his work early in the following year. About this time the committee to provide a place of worship purchased the Charlotte street chapel, March 7, 1890, and the friends of the enterprise met in the said chapel and enrolled 40 members. At a subsequent meeting, held April 18, 1890, 12 new names were added. May 29, 1890, the church met and elected officers as follows: Deacons, Col. A. Savage, Samuel A. Etheredge and A. M. Eley; secretary, T. A. Jones; treasurer, A. Savage; ushers, P. H. Savage and James A. Eley.

Under the labors of Dr. Jones, the new organization rapidly increased in its membership. In 1895 Dr. Jones tendered his resignation, to take effect August 31st, he having accepted a call to Marion, Indiana. July 31, 1895, Rev. J. Pressley Barrett, the present pastor, was called and entered upon his duties the first Sunday in September, having been formally installed on the evening of August 27th, the day before Dr. Jones left for Marion.

The work of this church has been encouraging. Under the labors of the present pastor and his associates the church has witnessed several gracious revivals, and its development along spiritual and missionary lines has been marked. Up to the year 1895 the church had been supported in part by the mission boards of the church at large. In the beginning of the present pastorate the church undertook its own support, and its success has been phenomenal, for, while it is not a wealthy congregation, it has surprised its friends generally by not only supporting itself but also by supporting a native preacher in Japan and from time to time several Bible women in India and Africa.

It is now undertaking to raise the necessary funds to send and support a missionary in Armenia. It hopes to find the missionary for Armenia among its own membership.

Its financial condition is encouraging. It receives no offerings other than the free-will offerings of the people. It will have no entertainment or oyster supper money for its work, and since the adoption of this rule its finances have been in a growing condition, and they find the money easier to raise by direct giving than by indirect methods. It has received 37 members since November 1, 1899, and now has 300 members. It has for the past two or three years raised annually from \$2,500 to \$2,700. It hopes soon to reach its motto: To give as much annually for the support of the gospel in the foreign field as it does for its home work.

The present edifice was erected under the zealous labors of Dr. Jones at a cost of \$18,-

ooo, and the church as a body has discharged its indebtedness and now enjoys the privileges of its handsome, commodious brick building free from debt.

Providence Christian Church

Is one of the oldest churches in Norfolk County, four miles from Norfolk, on the highway to Great Bridge.

About the beginning of the nineteenth century many ministers of the gospel, viewing the increase of bitterness among the various sects of Christians in the State, and believing it the result of a diversity of sentiment on doctrines of minor importance, felt seriously impressed with the idea that these troubles might be ended by an association upon principles more liberal than those hitherto pursued. They contended that Christians might live in the utmost love and affection by allowing each other the privilege of thinking for themselves, which privilege each one, taken separately, wishes to enjoy.

They therefore united together under the common appellation,—Christian,—which was given to the primitive Disciples at Antioch, taking for their rule both of faith and practice the Holy Scriptures. Animated by the spirit of Christ, some ministers commenced laboring for the Master in St. Bride's Parish, Norfolk County, Virginia, and "many found forgiveness for their complicated crimes." These, with Elder N. P. Tatem, who afterward became pastor, gave to each other the right hand of fellowship in 1804 and organized a church known as "Providence." From 1804 to 1817 no records of the church conferences have been preserved.

Delegates from the various churches of Tidewater, Virginia, met at Providence in May, 1817, and formed a union which afterward became what is now the Eastern Virginia Christian Conference.

In May, 1820, at a conference held at Republican Chapel, Isle of Wight County, Elder Nelson Miller, of Providence Church, was

chosen a delegate to meet the brethren of the North in general conference, which was held at Windham, Connecticut, to seek to bring about a union between the brethren of the North and of the South. This was accomplished and continued until the breaking out of the war between the States. A conference of the churches of this section met in Portsmouth, May, 1821.

The record shows the membership of Providence Christian Church in 1821 to have been only 36. In 1829 the membership was considerably over 100.

Following are some of the pastors of the church and the time which they served as such, viz:

Rev. N. P. Tatem.....	1804-1829
Rev. Joshua Livesay.....	1804-1820
Rev. Nelson Miller.....	1804-1820
Rev. Mills B. Barrett.....	1830-1844
Rev. Joshua Livesay.....	1845-1849
Rev. William Tatem.....	1849-1853
Rev. Nash Tatem.....	1854-1855
Rev. Mills B. Barrett.....	1856-1859
Rev. W. H. Boykin.....	1860-1862
Rev. P. S. P. Corbin.....	1868
Rev. C. A. Apple.....	1869
Rev. W. R. Wellons.....	1870-1873
Rev. J. N. Manning.....	1870-1873
Rev. R. C. Tuck.....	1874-1878
Rev. H. H. Butler.....	1878-1887
Rev. G. A. Beebe.....	1878-1887
Rev. R. A. Ricks.....	1887-1890
Rev. J. Pressley Barrett, D. D.....	1890-1896
Rev. W. S. Long, D. D.....	1896-1898
Rev. J. P. Barrett, D. D.....	1898-1899
Rev. G. W. Tickle.....	1899-1900
Rev. J. P. Barrett, D. D.....	1900 —

Berea Christian Church.

Near Great Bridge, Norfolk County, was purchased from the Methodists about 1865, and since which time its congregation has steadily increased. It is now served by Rev. J. W. Harrell.

Rev. M. P. Porter is pastor of the Christian Church in Berkley.

Churchland Baptist Church

Is called after the village of that name, which

is the center of the richest agricultural district of this section. The church was first called Shoulder's Hill, being a branch of the original Shoulder's Hill Church, about six miles distant in Nansemond County. A church was built here in 1829, when the place was called Sycamore Hill, and for a period of 32 years the congregation worshiped alternately at Shoulder's Hill and Sycamore Hill.

Regular pastoral services were kept up during the Confederate War by Rev. Reuben Jones, who had been pastor since 1855. On the third Sunday night in November, 1873, the edifice was destroyed by an incendiary fire. In the spring of 1869 a new building, which cost upward of \$6,000, was dedicated by Rev. J. L. Burrows, D. D.

The Churchland Baptist Church is one of the very few country churches that employs a pastor all the time and furnishes a parsonage for him in which to live. This church is somewhat noted for its liberal and systematic contributions to the objects of benevolence; and for the fidelity and promptness with which they pay the pastor's salary; and for the good Sabbath-school work; and for the orderly deportment of the congregations.

Rev. Reuben Jones served this church until his death, when the vacancy was filled by Rev. A. B. Dunaway, D. D., now of Port Norfolk, and after the latter's resignation, the present pastor, Rev. William V. Savage, was called. The church property is valued at \$1,200. There are 185 members.

Court Street Baptist Church, Portsmouth,

Was constituted in the year 1789, under the labors of Rev. Thomas Armistead, who was an officer in the Revolutionary Army. He was of high family and rich connections. He was pastor until the year 1792. In 1791 the Portsmouth Baptist Association was formed in this church. After the resignation of Rev. Mr. Armistead the church declined greatly, and at one time between 1792 and 1802 the church employed a colored man by the name of Jacob

Bishop to be its pastor. Thomas Etheredge and Jacob Grigg, in their turn, served the church as pastors for a short while.

In 1802 Rev. David Biggs became pastor, and the church became once more prosperous, but his removal to the western country caused a decline in the Baptist cause in Portsmouth.

It is cause of deep regret that the records of the church are lost from the foundation to the year 1854. The facts mentioned above are taken from Semple's "History of the Rise and Progress of the Baptists in Virginia."

We learn from the older members of the church that the next pastor after Rev. Mr. Biggs was Rev. Thomas Bunting, but how long he was pastor and what was the condition of the church we have no means of knowing. The next pastor was Rev. Smith Sherwood, who served the church a short time, but labored in the lower part of the association all of his life; he left a family when he died, the most of whom are still living, and some of them are members of this church at this time. Rev. Mr. Sherwood was succeeded in the pastorate by Rev. Mr. Woolford, but we are unable to give any information in regard to the condition of the church at that time.

The next pastor, so far as we can learn, was Rev. D. M. Woodson, who was an able preacher and an upright man. He took charge of the church in 1821, and remained 10 years. The church was quite prosperous under his labors, but in consequence of a cancer he became unable to preach, and after his resignation Rev. Thomas Hume, Sr., was called to the pastorate. He became pastor on the 17th day of March, 1833, and continued in that relation until October, 1854, at which time he commenced a new interest in that portion of the city of Portsmouth known as Newtown, and the Fourth Street Baptist Church was the result of his labors. Under the guidance of Elder Hume, the church attained a higher degree of prosperity than had ever marked her history. At the commencement of his labors the church worshiped in a small, wood house

at the corner of Queen and Court streets, but in a few years they erected a brick house fronting on Court street. For the completion of this house the members made great sacrifices. Many of the male members, who were mechanics, worked on the building at night after having worked all day where they were employed. The house was completed in the year 1838, and remains a monument to their zeal, devotion and self-denial. Under the wise counsel of Rev. Mr. Hume the church became one of the most liberal churches in the State, and was active in the cause of missions, Sunday-schools and all means of spreading the kingdom of Christ. On the resignation of Rev. Mr. Hume, Rev. S. M. Carter supplied the pulpit for a short time.

In 1855, when the yellow fever scourged the cities of Norfolk and Portsmouth, many of the leading members of the church died. Rev. Cornelius Tyree was called to the pastorate, but after accepting the call asked to be excused from his obligations. Of course the church yielded to his request.

On the 22d of July, 1856, Rev. M. R. Watkinson was chosen pastor. His labors were very acceptable and his preaching was very attractive. Large congregations waited on his ministry. Great prosperity characterized the church for nearly five years, when, on the breaking out of the war between the States, Rev. Mr. Watkinson, in April, 1861, left the city of Portsmouth, and in a few days sent his resignation to the church by mail. After the resignation of Rev. Mr. Watkinson, Revs. Thomas Hume and J. F. Deans supplied the pulpit in succession till February 23, 1862, when Rev. I. B. Lake was elected pastor, but in the consequence of the evacuation of the city by the Confederate troops he did not serve more than one month.

There was no pastor from the time of Rev. Mr. Lake's leaving until about the 1st of April, 1863, when Rev. C. E. W. Dobbs was chosen for a supply at first, and on the 27th of September was chosen pastor.

In May, 1863, the church had great diffi-

culty in preventing the colored members from acquiring entire control of the basement of the church. The city was at that time under military rule, and the commanding officers sympathized with the colored people. Great care was necessary to avert such a misfortune. When the matter was carried before the provost judge he declined to interfere and the trouble passed away.

May 9, 1864, Rev. C. E. W. Dobbs, the pastor of the church, was imprisoned by order of Gen. B. F. Butler, and the church shortly after was occupied as a hospital by the Federal forces, and continued to be so used until Rev. S. B. Gregory, missionary of the Baptist Home Mission Society of the North, came about the middle of December, 1864.

On February 10, 1865, the colored members of the church were granted letters of dismission for the purpose of organizing an independent church. This church after its organization was known as Zion's Baptist Church. Richard Cox gave the lot upon which the house was built. It is now a large and prosperous body.

On the 11th of June, 1865, Rev. William M. Young was elected pastor, but declined the call. On the 3d of September, 1865, Rev. J. L. Johnson was called to the pastorate, and continued pastor until May 31, 1867. His pastorate was quite successful. The smallness of his salary was the cause of his resignation. August 11, 1867, Rev. M. R. Watkinson was elected pastor by a vote of 39 against 36 cast for Rev. William M. Young. This call Rev. Mr. Watkinson declined. October 3, 1867, Rev. I. B. Lake was elected pastor but declined. November 10, 1867, Rev. Harvey Hatcher was unanimously elected pastor, and entered upon his duties the first of December following. During the pastorate of Mr. Hatcher the church built a pool for baptismal purposes. He resigned on the 27th of February, 1870. On the 20th of March, 1870, Rev. William M. Young was elected pastor, but again declined.

Rev. C. Wilson Smith, of England, was

elected pastor, and commenced his labors May 1, 1870: he resigned on the 8th of April, 1871, to take effect in the following July. He was re-elected the 11th of June, 1871, by a vote of 39 to 26. On the 8th of July, 1871, the church requested him to resign, not on account of any moral objection, but because the church was divided, but Rev. C. Wilson Smith declined to do so, until, in mass meeting held July 16, 1871, there were 55 votes in favor of his resignation, to 27 in favor of his remaining, whereupon he resigned.

September 17, 1871, Rev. A. E. Owen was unanimously elected pastor, and remained as such to July, 1899, when Rev. R. B. Garrett was called to the church. This church has sent out from her members the following ministers, viz.: J. W. M. Williams, J. L. Reynoldson, Richard Allen, C. E. W. Dobbs, Thomas Hume, Jr. (who was baptized into the church, but licensed by the Fourth Street Baptist Church), H. Petty, T. J. Knapp, W. F. Higginbotham, George J. Hobday, C. A. G. Thomas, E. G. Corprew (colored), Edward B. Morris, John W. Daugherty and W. P. Hines. The present membership is 501.

Fourth Street Baptist Church, Portsmouth.

Was constituted April 9, 1855, by members of the Court Street Baptist Church.—Rev. Thomas Hume, Sr., moderator, and Samuel J. Staples, secretary. The exercises contingent upon the formal recognition of the church were conducted by Dr. J. L. Burrows and Rev. Thomas Hume, Sr.

The house of worship is located in South Portsmouth. The church edifice, originally built of clapboards, was afterward enlarged by the addition of 16 feet to its length, and the erection of a gallery and belfry, and, at present it is a commodious brick structure.

Rev. Thomas Hume, Sr., was the first pastor, who served the church with great success until May, 1861, at which time he left the city, it being evacuated by the Confederate forces. Soon after the constitution of the

church, the terrible scourge of the yellow fever became epidemic in our city. During its prevalence six of the members fell victims to its relentless hands, and others were scattered, and consequently lost to this particular church.

Again in 1861, the number of members was depleted and scattered by a call to arms; but at the close of the war, a few were found ready to cultivate the field, and spend and be spent in the Master's service. During the war and after its close Revs. J. D. Elwell and C. E. W. Dobbs supplied the pulpit. Rev. John Phillips also preached a series of sermons, resulting in great good and the admission of many members upon a profession of faith and baptism.

July 12, 1866, Rev. J. C. Hiden accepted the call of the church to the pastorate, and continued to serve the church with eminent usefulness to the close of his pastorate in September, 1868.

In January, 1869, Rev. N. B. Cobb was elected pastor in connection with the church at Kempsville, Princess Anne County, Virginia, who, with his amiable wife, was eminently useful. If his whole time could have been given to this one church, his ministry would have been an eminent success. Notwithstanding the division of his time between these two churches, the largest and most successful revival was carried on during his pastorate with which the church has ever been blessed. Rev. Mr. Cobb continued until November, 1870. It is also due to Rev. Mr. Cobb to state that he was instrumental in making collections for and purchasing a bell for the church.

Shortly after the resignation of Rev. Mr. Cobb, Rev. Patrick Warren made a visit to the church with a view to the pastorate, but, in a few weeks after his return to Washington, sickened and died.

Rev. M. R. Watkinson, of Camden, New Jersey, labored a month with the church, the result of which was a great outpouring of the Holy Spirit. It was about this time that at-

tion was called to Rev. R. W. Cridlin, as a suitable person for pastor. He was called to the pastorate in May, 1871, which he accepted. Rev. Mr. Cridlin's stay resulted, under the blessing of God, in uniting and strengthening the church, and greatly building up the congregation and the cause of Christianity in our midst; thus giving evidence that the church would soon become self-sustaining. But his wife's health failed, and he felt compelled to leave for other fields of labor. In June, 1874, he resigned, to the great sorrow of the church and the entire community.

Rev. O. T. Simpson became pastor in October, 1874, but on account of the death of his estimable wife resigned after one year's service. The church then engaged the services of Rev. E. M. Buyn, first as a supply, then as pastor, which office he held only for a short time. Again the church was without a pastor, during which time Rev. M. R. Watkinson made a second visit, which resulted in 14 professions. A second time did Rev. Mr. Watkinson decline the call to the pastorate of the church. Rev. R. W. Cridlin served his second term as pastor of this church. Rev. W. F. Fisher is the present pastor, with 360 members.

This church has been instrumental in licensing some of the most useful preachers of the Baptist Church: George M. West, January 17, 1856; Thomas Hume, Jr., April 12, 1860; I. B. Lake, July 12, 1860; John N. Ward, August 22, 1858,—the last named was ordained by Elders Hume, Teasdale and Goodall. And here Rev. I. T. Wallace was examined with a view to his ordination. The following ministers have been members of this church, viz.: Thomas Hume, Sr., Thomas Hume, Jr., R. W. Cridlin, C. A. Raymond, I. B. Lake, C. Goodall, V. Palen, George M. West, John N. Ward, H. Ayers and N. B. Cobb.

First Baptist Church, Norfolk.

There had existed a Baptist Church in

Norfolk some 10 or 15 years prior to the year 1817, known as the First Baptist Church. It was composed largely of colored members, and Rev. James Mitchell was their pastor. This church got into trouble, and the white members, with the exception of the pastor's family, withdrew and built a new house of worship on Cumberland street, and constituted themselves into a church known as the Cumberland Street Baptist Church.

This church was constituted September 20, 1817, consisting of 25 members. The presbytery was composed of Martin Ross, Aaron Spivey, and Richard Dabbs. Rev. George Patterson, who had been associate pastor with Rev. James Mitchell in the First Baptist Church, was chosen pastor, but remained only four months, receiving in that period three new members, and settled in Alexandria, Virginia. Rev. Samuel Cornelius became pastor January 28, 1818. He continued five years and nine months. Under his administration 61 new members were added to the church.

Rev. Noah Davis, father of Prof. Noah K. Davis of the University of Virginia, became the pastor in October, 1823, and labored as pastor only 16 months, and as occasional supply for eight months. Rev. Mr. Davis left to become the general agent of the American Baptist Tract & Publication Society in Philadelphia, of which he was the founder.

Rev. R. B. C. Howell, then a young graduate of Columbian College, Washington, D. C., was ordained in this church, January 27, 1827, by Rev. William Staughton, D. D., and Rev. Samuel Wait, A. M. He first served the church as a supply for three months; after that was elected pastor April 17, 1827, but did not accept until the end of the year. This was the commencement of the public career of a distinguished divine; he very soon made his mark in the community. His talents and aggressive power soon brought him in conflict with the Pedobaptists, and called forth his three sermons on baptism, which were published in pamphlet form. He also published three tracts, of some 40 pages each, in reply to

Dr. Ducachet, rector of Christ Protestant Episcopal Church, on the office of sponsors in the Protestant Episcopal Church, and of other matters in dispute between Baptists and Episcopalians. This year (1827) started Dr. Howell on the line of controversy, which he kept up a good part of his life. The church building was enlarged about this time. Dr. Howell resigned July 7, 1834, and left for Nashville, Tennessee, early in November, 1834, having labored with the Cumberland Street Baptist Church nearly seven years and a half and received to her membership 364 members.

The church was destitute of a pastor six months. During the period 12 members were added as the fruits of a meeting held by Rev. Thomas Hume, Sr., and others.

Rev. John Goodall became pastor in January, 1835. He was a man of decided ability; his ultra-Baptistic sentiments, and his perpetual preaching on baptism, drove all the congregation from his pulpit except his own people. He remained only one year and received 12 members. The church was destitute of a pastor the whole of the next year (1836). During this time, Rev. Stephen Gardiner was ordained by Revs. T. C. Braxton, D. M. Woodson, Thomas Hume, Sr., A. Paul Repton, and J. Hendren. During this year the church had occasional preaching by Revs. Comstock, Gardiner, Tinsley and others, and six members were added.

Rev. Joseph S. Baker, M. D., was made pastor in March, 1837. This was a period of great excitement and trouble, on account of disciplinary action against Rev. James Mitchell, pastor of the colored church, known as the First Baptist Church. Dr. Baker remained pastor three years, and received 106 new members.

Rev. Joseph B. Breed, from the North, became pastor in 1840. He continued two years and received 60 members. As the fruits of a meeting held by Rev. Joseph H. Fox, some 40 members were added to the church.

Rev. E. G. Robinson, D. D., a distin-

guished president of Brown University, was ordained in this church as its pastor in November, 1842, by Revs. J. B. Jeter, J. Walker, J. R. Scott and Thomas Hume, Sr. Rev. Dr. Robinson was a man of exalted intellect, high culture and a magnificent preacher—all intellect and but little emotion—intensely opposed to revivals and religious excitement—at heart a strong Abolitionist. The church received 16 members and built the lecture room.

Rev. John W. M. Williams, D. D., supplied the Cumberland Street Baptist Church one year while Rev. Dr. E. G. Robinson, the pastor, served as chaplain at the University of Virginia. Rev. Mr. Williams was ordained in this church February 27, 1844. Rev. Dr. E. G. Robinson returned from the university, but remained only a short time. In 1846 Revs. Latham and Kingsford preached in the church occasionally and a few members were added.

Rev. C. R. Hendricson, after laboring a short time as a supply, became pastor in June, 1847, and labored 17 months. He was a fine pulpit orator, and added to the church 50 members. The pastor fell into serious trouble and the church divided on the question of retaining him as pastor: a majority voted to continue him, which resulted in the withdrawal of nearly all of the wealthy and influential portion of the church, 74 members in number. On May 7, 1848, these persons were regularly dismissed to be constituted into a new church, now known as the Freemason Street Baptist Church. Rev. Mr. Hendricson thought it prudent to leave, and he settled in Elizabeth City, North Carolina.

Rev. Reuben Jones entered upon the pastorate of this church June 23, 1848. The members were generally poor, but they were a praying, working people, and strongly attached to the old mother church. In 1849, Rev. J. S. Reynoldson held a meeting with the church, which resulted in the baptism of about 100 persons, many of whom proved utterly worthless. Rev. G. W. Johnson, from the Methodist Protestant Church, was bap-



tized and ordained about this time. The church was beautifully frescoed, the pews cushioned and other improvements added during his pastoral administration. After five years and a half with this church, the pastor resigned and left in December, 1853, for Helena, Arkansas, having received into the church about 180 new members.

Rev. Meriwether Winston, a native Virginian, was called from one of the churches in Philadelphia to be the next pastor. He was a very fluent and attractive speaker, but left after one year's service, about the commencement of the great pestilence of 1855, and settled in Savannah, Georgia. Rev. James L. Gwaltney settled as pastor the latter part of 1856. One of the first duties was to preach the funeral of all the members who had died with the yellow fever. He remained only one year and then returned to Boutetourt Springs.

Rev. J. C. Long, afterward a professor in Crozer Theological Seminary at Upland, Pennsylvania, became the next pastor of this church the first of 1859, and continued until the Confederate War closed his labors in May, 1861. His term of service embraced about three years.

During the four dark years of the Confederate War, the Cumberland Street Baptist Church was served successively for short periods, by Revs. C. H. Toy, C. Goodall and J. D. Elwell.

In February, 1864, Rev. H. J. Chandler was called to be pastor, and he accepted; but before he had time to take charge, that is, on February 9th, the keys of the church were taken possession of by the provost marshal and handed over to Rev. Ira Prescott and held by him for the Baptist Home Mission Society in New York. The congregation indignantly declined to accept the services of a pastor forced upon them by military authority. After preaching a while to empty seats, Mr. Prescott delivered up the keys of the church to Deacon March, which the latter accepted

upon the specific condition that he, Prescott, would go away and never come to the church again.

When Rev. Thomas Hume, Sr., took charge of this church in July, 1865, it was in a very feeble, dispirited condition. His labors at first were almost gratuitous. The congregation and membership gradually increased. His health began to fail, and while spending the spring in Florida to recuperate, Rev. Mr. McGonigal, from New York, supplied the church. He labored earnestly and successfully, and added a considerable number of members to the church. Rev. Mr. Hume resigned July 1, 1874, a short time before his death, which sad event occurred at his residence in Portsmouth, Virginia, March 8, 1875, being about 63 years of age. He was pastor of the Cumberland Street Baptist Church nine years. Under his administration, the church was lifted to a high plane of Christian zeal, benevolence and holy activity.

Rev. Thomas Hume, Jr., was immediately called to succeed his father, July 17, 1874. He held this call under consideration for several months, during which time, Rev. Samuel Saunders, late from the theological seminary, became temporary supply for the church.

September 18, 1874, Rev. Samuel Saunders, by request of the lower Northampton Baptist Church, was ordained in this church with the following order of exercises, viz.: Sermon, by Rev. C. H. Toy; charge to candidate, by Rev. Reuben Jones; presentation of the Bible, by Rev. A. E. Owen; right hand of fellowship, by Rev. G. J. Hobday; ordaining prayer, by Rev. J. F. Deans; charge to the church, by Rev. A. C. Barran.

Rev. Thomas Hume, Jr., formally accepted the pastorate November 21, 1874, and shortly thereafter, December 27, 1874, was installed by a large presbytery in the presence of a very large assembly: Sermon by Rev. W. E. Hatcher, D. D.; charge to pastor by Rev. W. D. Thomas, D. D.; charge to the church by Rev. Reuben Jones. After four years of

faithful and eminently successful labor, Rev. Mr. Hume resigned in December, 1878.

Rev. W. W. Wood served a short time as a supply, and then became the pastor July 1, 1879, continuing in that position until 1884. He was followed by Rev. Tiberius Gracchus Jones, D. D., and Rev. E. B. Hatcher, the present pastor, succeeded Rev. Mr. Jones, in 1893. The First Baptist Church is the mother of all the Baptist churches in Norfolk. It has 520 members and its property is valued at \$40,000.

Freemason Street Baptist Church, Norfolk.

In May, 1848, the Cumberland Street Baptist Church (or First Baptist Church) after free consultation gave a fraternal dismissal to certain persons, about 75 in number, who were the same month constituted into a church, Rev. J. B. Jeter and other ministers conducting the services.

Two of these, Thomas D. Toy and William Dey, had some months before purchased a piece of ground at the corner of Freemason and Bank streets. A plan of a building was obtained from Thomas U. Walter, of Philadelphia, workmen secured and the building begun; the lecture room was completed in May, 1849, and the whole house, including the spire, about October, 1850. The dedication sermon was preached by Dr. Richard Fuller, of Baltimore. The cost of the house was about \$35,000, and of the land \$5,000. The architecture and acoustics are uncommonly good.

The church worshiped, in the meantime, the first year in the Odd Fellow's Hall, corner of Washington and Avon streets. For one month after the constitution, the pulpit was filled by Rev. J. B. Taylor, of Richmond, and in June following, Rev. Tiberius Gracchus Jones was secured as pastor, and the church began its life.

The first pastor, Rev. Tiberius Gracchus Jones, commenced about August, 1848, and remained in all 19 years, from 1848 to 1871,

with absences amounting to four years. It was his first pastorate: he and the church grew out together, and were endeared to each other by the thousand experiences of ecclesiastical and individual life. His lofty eloquence, noble nature and genuine piety, gave him a lasting hold on the church and community. Under his care, the church grew in numbers and efficiency. The Sunday-school flourished, and Baptists took a position in the community that they had never before held. In 1863, during the occupation of Norfolk by Federal troops, he went to Baltimore and became pastor of the Franklin Square Baptist Church of that city, returning to Norfolk in 1865, as soon after the end of the war as possible. In 1867, he was elected president of Richmond College, but gave up the position after serving two years; and in 1869 resumed the pastorate of his old church in Norfolk. In 1871 he accepted a call to the First Baptist Church in Nashville, Tennessee. Dr. Jones returned to Norfolk in 1884, becoming pastor of the First Baptist Church, and so continuing until a few years before his death, which occurred June 27, 1895, at the age of 74 years.

During the temporary absence of Dr. Jones, from 1863 to 1865, the church had the services of Rev. H. J. Chandler and Rev. Dr. Bealor, who faithfully discharged their duties in that trying time, ministering to the handful that remained in the city, and keeping up the church organization.

From 1867 to 1869, while Dr. Jones was at Richmond College, Rev. J. Lipscomb Johnson (later a professor in the University of Mississippi) acted as pastor. His ministry was markedly successful, especially in that he had great influence over the younger part of the congregation, and the church was greatly attached to him.

After Dr. Jones' removal to Nashville, Rev. William D. Thomas (then in Greenville, South Carolina) became pastor. His faithful and able ministry began in October, 1871. He served until 1882, when he was succeeded by Rev. J. L. Burrows, D. D. Rev. M. B.

Wharton succeeded Dr. Burrows in 1891, and resigned in 1899, when Rev. J. J. Taylor, the present pastor, was called.

The history of the church has been marked by the usual variations of prosperity and adversity. Of its constituent membership only a few persons now remain. It suffered no little by the yellow fever scourge of 1855, and during the late war, when, however, by the exertion of some of the members, the building was saved from injury. The church has never been without the kernel of earnest, spiritual-minded members, and has never given countenance to injurious errors or fanatical views. At various times special meetings have been held, with greater or less effect; in 1849, by the beloved Reynoldson; in 1852 and 1874, by Rev. Cornelius Tyree; in 1870, by Rev. A. B. Earle; and in 1876, by Rev. William E. Hatcher.

In 1872 the pastor, Rev. Dr. Thomas, arranged a series of lectures on denominational topics, the expenses being borne by the church, which were delivered in the church by some of the prominent Baptist preachers of the country, and, being afterward printed and circulated in pamphlet shape, made a contribution to the literature of the subject. The lecturers were Rev. Alvah Hovey, of Newton Theological Seminary; Rev. Howard Osgood, of Crozer Theological Seminary; Rev. J. L. Burrows; Rev. N. M. Wilson; and Revs. John A. Broadus and William Williams, of the Southern Baptist Theological Seminary.

The Sunday-school, under the superintendence successively of Thomas D. Toy, T. P. Warren, J. H. Hendren, J. A. Yancey, W. H. Morris and C. E. Jenkins, has been notably successful, both as to members and as to its general efficiency and liberality. Unusual care has been given to the music in the church.

The choir has been under the directorship, first of Thomas D. Toy, then of Samuel Borum, and then of R. B. Toy. The organists have been Possett, Whitman, Southard and Miss J. McKenny. Under the direction of R. B. Toy, the singing of classic music in

the church and the Sunday-school has been introduced without diminishing the congregational singing. The church continues to be an earnest body, with a growing interest in missions and education. One minister of the gospel has gone out from it, Rev. C. H. Toy, and one licentiate, Rev. T. P. Warren. The property of the Freeman Street Baptist Church is valued at \$40,000, and the church has 821 members.

West Norfolk Baptist Church

Is situated in the village of that name at the mouth of the Western Branch of the Elizabeth River. It is an offspring of the Churchland Baptist Church, not far distant, and was organized in 1895. The building is worth \$1,500, and the church has 93 members. Rev. A. B. Dunaway, D. D., the first pastor, was succeeded by Rev. Braxton Craig and he by the present pastor, Rev. Vernon T. Anson.

South Street Baptist Church, Portsmouth,

Is at the northwest corner of South and Effingham streets in Portsmouth. It was organized in 1889, the first pastor being Rev. J. W. Daugherty, who continued until 1894, when he was followed by Rev. J. W. Mitchell, the present incumbent. The church property is valued at \$21,000, and the church has the names of 337 members on its rolls.

Port Norfolk Baptist Church

Is located in the northernmost suburb of Portsmouth,—Port Norfolk. It was organized in 1898 as a mission from Calvary Baptist Church. Rev. A. B. Dunaway, D. D., was the first pastor and continues to this date. The church building cost over \$5,000, and there are 124 members.

South Norfolk Baptist Church

Is a mission of the Berkley Avenue Baptist

Church, located in the suburbs of Berkley. It was organized in 1893, has 115 members, and the building is worth \$2,000. Rev. S. S. Robinson is the present pastor.

Park View Baptist Church, Portsmouth,

Is located on Hatton street, Portsmouth. It was organized in 1899, has 115 members, and the church building is valued at \$6,000. Rev. W. P. Hines is pastor.

Gilmerton Baptist Church

Is located in the village of that name, at the mouth of the "new cut" of the Dismal Swamp Canal, on the Southern Branch of the Elizabeth River and at the end of the trolley line south of Portsmouth. It was organized in 1895 under Rev. F. H. Martin, who served the church until 1898, when he was succeeded by Rev. E. E. Dudley, who remained until 1899, when Rev. J. T. Riddick assumed charge of the flock. It has 71 members and the building is valued at \$1,500.

Calvary Baptist Church

Is an offspring of the Court Street Baptist Church in Portsmouth. It is located in the suburb called Scottsville and was organized in 1889. The first pastor was Rev. J. W. Daugherty, who served several years and was succeeded by Revs. R. W. Baylor, F. H. Martin, P. C. Davis and Samuel Saunders. The church building and parsonage are valued at \$3,000. It has 233 members.

Burrows Memorial Baptist Church

Is located at Lambert's Point, suburb of Norfolk and the seat of the great coal piers of the Norfolk & Western Railway. It was organized in 1894 and has 138 members. Rev. R. H. White was chosen pastor in 1895 and he was succeeded by Rev. G. W. Cox. The church property is valued at \$2,500.

Park Avenue Baptist Church, Norfolk.

On May 24, 1885, the Park Avenue Baptist Church was organized, with Rev. R. W. Cridlin as its first pastor. He was succeeded in turn by Rev. D. W. Gwin, D. D., who served the church from 1889 to 1893, and was succeeded then by its present pastor, Rev. James J. Hall. The church has a membership of over 700, and is now in a sound financial and spiritual condition. The present handsome edifice is situated on the corner of Park and Brambleton avenues, Brambleton Ward, Norfolk, the erection of which was begun under its present pastor in 1895.

Central Avenue Baptist Church, Norfolk.

This church, which is located in Atlantic City Ward, Norfolk, at the corner of Central and Fort avenues, is about to erect a handsome edifice on Olney Road, at a cost of about \$20,000. Its former pastor was Rev. T. A. Hall, who was succeeded by Rev. E. E. Dudley, who is still serving the church. It has 189 members.

Grace Baptist Church, Norfolk,

On the corner of Princess Anne avenue and Church street, is an offshoot of the Cumberland Street Baptist Church. The following named ministers have served as pastors: Rev. Vernon P. Anson, Rev. W. S. Leake and Rev. Lundy R. Wright. Rev. Dr. A. E. Owen is the present pastor. The church is growing in numbers and has 193 members.

Spurgeon Memorial Baptist Church, Norfolk.

Was organized in 1892,—a colony from the Park Avenue Baptist Church. Rev. J. J. Wicker was the first pastor, and he was succeeded in 1896 by Rev. F. H. Martin, who was succeeded in 1898 by Rev. L. R. Christie. It has a membership of 196 and its property is worth \$3,000.

Pleasant Grove Baptist Church.

This church, the outgrowth of the North West Baptist Church, was constituted in 1845, located in Norfolk County. Its organization is due to the indefatigable labors of Deacon Thomas Jefferson Harrison, a pious and influential Baptist, then living in the neighborhood. It was through his efforts also, and that of John Cooper and Mr. Warden, that the house of worship was built. Mr. Warden, though not a member of any church, was a warm friend of the then feeble church, and gave liberally of his means to its support.

The first pastor was Rev. G. A. Exall, a teacher in an academy about two miles from the church. His pastorate was of short duration, being called away upon some important business. His place was immediately supplied by Rev. E. F. Dulin, of the same academy. From 1846 to 1848 the church was without a pastor, but was supplied by pastors of other churches, among whom were Revs. Thomas Hume, Sr., Jeremiah Hendren and Robert Gordon, and David Riggs, of Pungo.

In 1848 the church called Rev. Lemuel Sanderlin, of North Carolina, who entered upon his duties in April. Rev. Mr. Sanderlin continued to labor acceptably until the close of summer (August), 1854, when he was removed by death. The church was then without a pastor until September, 1855, when Rev. Joseph H. Womble became the minister. Upon Rev. Mr. Womble's resignation, Rev. Abner Berry was called to the pastorate, and served in that capacity until near the close of his life,—May, 1858. After his death Rev. William D. Pritchard became pastor and served 14 years,—an evidence of worth and appreciation. During his pastorate Rev. Thomas G. Wood, a member of this church, was licensed to preach, and subsequently ordained at a union meeting of the lower district of the Portsmouth Baptist Association, by Revs. A. Paul Repiton, D. D., William D. Pritchard, J. A. Speight and R. W. Cridlin.

In December, 1871, and subsequently, the

church dismissed 45 members (nearly one-half) to constitute the church at Centreville. This left them in a very feeble condition, so that they had to apply to the state board for aid. The state board, through the union meeting of the lower district, sent Rev. J. A. Speight, the then missionary of the lower district, to preach for them one Sabbath in a month.

Rev. Samuel Saunders succeeded Rev. Mr. Speight in January, 1873, and served seven months, leaving to go to the Southern Baptist Theological Seminary. Rev. N. M. Munden, the present pastor, commenced his services with the church in October, 1873. In 1874 the church was remodeled. It now numbers 121 members.

Lake Drummond Baptist Church

Is located in Norfolk County, 20 miles from Norfolk, and three miles east from the Dismal Swamp Canal. It was constituted July 27, 1850, Revs. Thomas Hume, Sr., and J. G. Council officiating. At the time of the organization there were but nine members—five males and four females, who had taken letters from the North West Baptist Church. In July, 1851, the new house of worship, built on a lot donated by Michael Sykes, was dedicated, and the same year the church was admitted into the Portsmouth Baptist Association.

From the time of organization Revs. William Gates Thompson and Evan Forbes served the church as pastors, during which time there were seven added to the membership. From 1856 to 1857 the church with difficulty maintained an existence.

In the winter of 1864 and 1865 the colored people, led by one Johnson Hodges, took possession of the house of worship, but were promptly ejected by the Federal forces. In 1866 they again attempted its occupancy, but were dispossessed by the civil authorities.

During all these years the church was supplied irregularly with preaching, respectively,

by Revs. Lemuel and Dorsey Sanderlin, William D. Pritchard, Absalom Cherry and J. F. Deans, and Joseph Lassel, of the Methodist Church.

In February, 1867, the church again called a pastor, and was served until 1873 by Revs. William L. Fitcher, Jesse Wheeler and William D. Pritchard, during which time 58 persons were added to the membership. For the next four years, 1873-1876, inclusive, Rev. J. M. C. Luke, "goes in and out among them;" 23 members were added to the church, and much material progress was made. Next in the pastorate was Rev. Q. T. Simpson, who served the church for one year. At the expiration of this time Rev. J. F. Tuttle was installed.

The church at present is in a healthy, vigorous condition, is in co-operation with the general work of the denomination. Rev. D. G. Lancaster is the present pastor and there are 110 members.

Salem Baptist Church

Was originally called Tanner's Creek and is situated about five miles northeast of Norfolk. Dr. Howell said it was brought into existence under the following circumstances: On Tanner's Creek, some six miles from the city of Norfolk, in the direction of Hampton Roads, was a very fertile, wealthy and populous neighborhood. Here was an old forsaken colonial meeting house, which their fathers had occupied before the Revolution. This house a Mr. Brown and others living near fitted up for service, and induced Jeremiah Hendren, of Norfolk, to hold there regular prayer and exhortation meetings. The congregation now became full, and the leaders made application to the Cumberland Street Baptist Church to license him to preach, which it did on July 2, 1828.

Early in the next year the brethren at Tanner's Creek purposed establishing a Baptist church there, looking to the services of Rev. Mr. Hendren as prospective pastor. For this

purpose they applied to the churches in Norfolk and Kempsville for the appointment of a presbytery. The former sent Rev. R. B. C. Howell, the latter Rev. Smith Sherwood. Being assembled, this presbytery first constituted the church, next they ordained Rev. Mr. Hendren to the full work of the ministry, and installed him as the pastor of the church, and then they ordained the deacons. Rev. Mr. Hendren continued to serve them as their pastor until his death,—which occurred in January, 1864,—some 35 years.

This church was always a feeble body. Rev. Mr. Hendren, being engaged in mercantile business in Norfolk, was not dependent upon the church for support, but was enabled to preach for them almost gratuitously during the whole of his long pastorate.

In the year 1833 the Portsmouth Baptist Association met in this church, and was honored with the presence of the illustrious John Kerr and Ira M. Allen, of Philadelphia. This session was a memorable one, on account of the strong and very decided ground taken by the body against the teachings of Alexander Campbell and his followers, which at that time were distracting the Baptist churches of Virginia and the country.

In the year 1836 the name of this church was changed from Tanner's Creek to Salem, its present name. There are no records of the church prior to the Confederate War. The membership had run down very low.

In 1866 Rev. Edward Jordan was pastor. He was succeeded by Rev. R. H. Baylor in 1867. Of the next two years we have no records, but we are in possession of some facts concerning that period. The meeting-house was in a state of rapid decay, and the church well nigh extinct.

J. Hardy Hendren, of Norfolk, desirous of building some kind of monument in memory of his father, concluded that the best memorial he could erect would be to rebuild his father's old church, which he did, largely at his own expense. Soon a spacious and neat house of worship was constructed out of the old one,

and opened for public worship some time about the year 1870. Soon he had a flourishing Sunday-school, with all the modern appliances and facilities, two regular pastors, Revs. A. Paul Repiton and J. A. Speight, with frequent baptisms. To help forward the cause, Rev. A. B. Earle was invited to hold a meeting in the fall of 1871, which he did with only little success. For two or three years the church ran forward gloriously on the flood tide of prosperity, and then the ebb tide began.

October 10, 1872, Rev. T. G. Wood was elected pastor. In January, 1873, Rev. J. A. Speight was elected to the same office. So the church had two pastors laboring jointly for a short time. In September, 1874, Rev. A. Paul Repiton was again made pastor. Revs. J. A. Speight and J. F. Tuttle were joint pastors in 1876; Rev. Mr. Warren, of Norfolk, supplied the church in 1877; Rev. R. W. Cridlin, in 1885 and 1886; Rev. W. P. Hines, in 1878-1888-1896-1897; Rev. J. J. Wicker, in 1892; and Rev. Kelly Hobbs, in 1899 and 1900. There are 40 members.

Deep Creek Baptist Church

Is called after the village of that name, situated on the Dismal Swamp Canal, in Norfolk County, eight miles from the city of Portsmouth. There were a number of Baptists in Deep Creek as far back as 1785. In that year 12 members were received from Deep Creek into the fellowship of the Shoulder's Hill Baptist Church. One of these, Jeremiah Ritter, subsequently became a preacher, and was for several years the pastor of the Shoulder's Hill Baptist Church. But there is no evidence of any regularly organized church at Deep Creek until the year 1830, when the Deep Creek Baptist Church was admitted into the Portsmouth Baptist Association, with Rev. Jeremiah Hendren for its delegate. The body was never again represented in the association; after being waited upon by a committee of the association, and borne with for several years, it was dropped in 1840.

The present church was organized August 29, 1869, by Revs. N. B. Cobb, Harvey Hatcher and George J. Hobday, with 17 members. The first pastor was Rev. A. Paul Repiton, who filled the pulpit from April 24, 1870, until July 26, 1873, a little more than three years. Rev. Mr. Repiton was an attractive man and gave a fresh impetus and prestige to the Baptist cause in the village.

Rev. J. M. C. Luke was the next pastor, who occupied that position from January 4, 1874, to July 19, 1876, when he resigned, having served over two years, not without a measure of success. Rev. A. E. Owen, D. D., filled the pastorate of this church from November 1, 1877, until 1881. Then followed in succession: Rev. J. F. Tuttle, Rev. J. A. Speight, Rev. W. V. Everton, Rev. J. W. Harris, Rev. W. F. Fisher and Rev. J. T. Riddick, the present pastor.

North West Baptist Church.

This church is located in Norfolk County, about a mile from North West River Bridge, near the North Carolina line. It appears on the minutes of the Portsmouth Baptist Association first as the North Upper Bridge, and then as the North West Upper Bridge Church. In 1820 it assumed its present name. It so happened that Baptist preachers, traveling from Shiloh, North Carolina, to Pungo, Virginia, preached at private houses in the neighborhood on their way. Rev. Edward Mintz, from Nansemond County, also paid them frequent visits and preached to the people. Out of the fruits of their labors the North West Baptist Church was constituted in 1782, and was received into the Kehukee Baptist Association at Shoulder's Hill in 1785. The records of this church from 1782 to 1800,—18 years,—were destroyed when the meeting-house was burned in 1818. A new church was built in 1821. The present house of worship was erected in 1895.

Rev. Jacob Grigg was the first pastor after 1800, and he served as such from 1802 to 1805, a period of three years. Mr. Sample

speaks of Rev. Mr. Grigg as "a preacher unsurpassed by any in Virginia for deep investigation and for clear and lucid exhibitions of divine truth." Rev. Dempsey Casey became pastor in 1805, and continued to serve until 1814, a period of nine years, with only partial success. Rev. Peter Lugg succeeded Rev. Mr. Casey, and remained from July, 1814, to February, 1819, a period of five years. Rev. Reuben Dowdy served as pastor from 1821 to 1824, a period of four years. Rev. Matthias Etheridge, one of their own members, was next called to the pastorate, and held the office from 1825 to 1837, 12 years. He was the father of Dr. H. S. Etheridge, of Wallaceston, Virginia. Rev. William B. Dawley then followed, to hold the office only one year. Rev. Matthias Etheridge was again chosen pastor, and served a second term of three years.

To say nothing of others who filled the office of clerk, it is worthy of statement that Joseph Williams was elected clerk of the church in 1842, and served over 50 years.

Rev. Evan Forbes, of North Carolina, was made pastor in November, 1842, and served until September, 1848, a period of six years. October 5, 1844, about 20 members were dismissed to constitute the Pleasant Grove Baptist Church. Rev. Lemuel Sanderlin was chosen pastor in September, 1848, and served the church as such for several years. April 27, 1850, a number of members were dismissed to constitute the Lake Drummond Baptist Church. Rev. Joseph H. Womble was chosen pastor in 1854, and served the church two years. Rev. A. Barry was pastor in 1856. Rev. J. D. Elwell assumed the pastorate in January, 1857, and remained about six years. Rev. A. J. Lowe was pastor in 1864 and 1865. Rev. J. F. Deans had charge of the church in 1866, and baptized during the year 60 persons. Rev. N. B. Cobb was pastor two years, —1867 and 1868. Rev. William Fitcher served the church one year, in 1869. Rev. A. Paul Repton was pastor from 1870 to 1872. Rev. T. Babb then took charge only for a few

months. Rev. J. A. Speight was pastor of this church from June, 1872, to the close of 1879, —about seven years and a half. Then followed Revs. O. C. Horton, J. A. Speight, W. V. Everton, J. B. Chitney and P. S. C. Davis, the present pastor. The church now has 213 members.

Centreville Baptist Church.

This church, located on the Great Road, about four miles from Great Bridge and 16 miles from Norfolk, is a branch from the Pleasant Grove Baptist Church, and was constituted February 7, 1872, Revs. A. E. Owen, R. W. Criddle and J. A. Speight, with brethren W. A. Smith, J. B. Howell, A. O. Lee and J. M. Sawyer composing the council. The house of worship had been previously constructed, and was dedicated January 7, 1872. Rev. N. M. Munden officiating. The church was organized with 41 members, representing all the essential elements of efficiency usually found in the most highly favored country churches.

Rev. J. F. Tuttle was pastor in 1882, and was followed successively by Rev. J. A. Speight, Rev. W. V. Everton, Rev. J. M. Dunaway, Rev. P. S. C. Davis, Rev. J. B. Chitty and Rev. S. B. Overton, the present pastor. This church has 77 members and its building is valued at \$1,200.

Mulberry Baptist Church.

This church is located near the Western Branch in Norfolk County, about six miles west of Portsmouth. It was constituted in December, 1849, by a presbytery consisting of Rev. Thomas Hume, Sr., and Rev. James G. Council, the missionary of the lower district. The services were held in the public school-house, and six members entered into the organization. The church was erected in 1850. Rev. James G. Council was the first pastor and served for four years, increasing the membership to 84 whites and two colored. In

September, 1857, Rev. Isaiah T. Wallace was ordained in the church. When the Confederate War broke out the members became dispirited and scattered. The church building was torn down by the Federal troops, and after the war the church membership was almost extinct. The church edifice was rebuilt, but the membership became gradually reduced to six, and in 1899 the church was dropped from the association.

Bethel Baptist Church

Is situated in Norfolk County, about 10 miles from the city of Norfolk. It was organized in 1889. Rev. P. S. C. Davis is the pastor. The building is valued at \$1,500 and the church has a membership of 98.

Berkley Avenue Baptist Church, Berkley.

Was organized September 8, 1873, by the following presbytery, called together for that purpose, viz: Revs. A. Paul Repton, D. D., R. W. Cridlin, A. E. Owen, N. M. Munden and William D. Pritchard. Only 16 members entered into the original constitution.

Rev. J. F. Deans immediately took the pastoral oversight of this little flock, and preached for them until 1875. About this time Rev. E. M. Buynr came to Berkley, and astonished the people by his pleasing elocution, but his stay was short. From 1875 to 1877 there was no regular preaching, except an occasional sermon on Sunday afternoons by the pastors of Norfolk and Portsmouth and Sunday night preaching for a few months by Rev. Reuben Jones, of Churchland. On July 16, 1878, Rev. Robert Vandeventer, from Crozer Theological Seminary, took the pastorate. The membership increased from 24 to 60. In 1881 they erected a house of worship, on a central and eligible lot, which was given them by Mr. Berkley. Rev. H. N. Quisenbury was pastor in 1892, succeeded by Rev. C. W. Duke in 1896, who was followed in 1898 by Rev. T. C. Skinner, the present pastor. This church has 337 members and the property is valued at \$12,000.

Broadway Baptist Church

Is situated between Great Bridge and Kempsville in Norfolk County, about four miles from Berkley. It was organized in 1899, has a membership of 17, and its property is valued at \$300. Rev. S. S. Robertson is pastor.

METHODIST EPISCOPAL CHURCHES, SOUTH.

There are, in all, 35 Methodist Episcopal churches in Norfolk County.

SEVEN IN NORFOLK.

Epworth	852 members.
Queen Street.....	589 members.
McKendree	580 members.
Cumberland Street.....	587 members.
Centenary	353 members.
Lekie's Memorial.....	263 members.
Trinity	237 members.

FIVE IN PORTSMOUTH.

Monumental	650 members.
Central	603 members.
Wright Memorial.....	432 members.
Owens Memorial.....	240 members.
Park View.....	213 members.

SEVEN IN WESTERN BRANCH MAGISTERIAL DISTRICT.

Port Norfolk.....	101 members.
West Norfolk.....	57 members.
Churchland	55 members.
Joliff.....	Not reported.
Olive Branch.....	Not reported.
Brighton	Not reported.
Cottage Place.....	Not reported.

FOUR IN WASHINGTON MAGISTERIAL DISTRICT.

Chestnut Street, Berkley.....	425 members.
Liberty Street, South Norfolk.....	175 members.
Oak Grove	77 members.
Oaklette	37 members.

FOUR IN TANNER'S CREEK MAGISTERIAL DISTRICT.

Lambert's Point.....	215 members.
Huntersville	101 members.
Bethel	52 members.
Denby's	Not reported.

THREE IN PLEASANT GROVE MAGISTERIAL DISTRICT.

Good Hope.....	154 members.
Bethesda	128 members.
Tabernacle	Not reported.

THREE IN DEEP CREEK MAGISTERIAL DISTRICT.

Gilmerton	Not reported.
Deep Creek	Not reported.
Indiana	Not reported.

TWO IN BUTT'S ROAD MAGISTERIAL DISTRICT.

Indian Creek	44 members.
Mount Pleasant	Not reported.

Cumberland Street M. E. Church, South, Norfolk.

The first Methodist Society founded in Virginia was organized in Norfolk in 1772, and is accredited to Rev. Robert Williams, who, on his arrival here, preached his first sermon on the Court House steps, which was on the site of the great dry goods store on Main street at the head of Market Square. History records that they owned no church edifice here before 1793 or 1794. Their regular place of worship until the Revolutionary struggle is supposed to have been the old shattered building, the "Play House," referred to in the writings of Pilmoor and Ashbury.

The first church erected on Cumberland street was on the site where the present building stands, and was completed in 1802.

In March, 1803, 97 years ago, Bishop Ashbury preached in it. The present edifice is the third one built, the second building having been destroyed by fire on the night of March 2, 1848. The third church was finished in January, 1849, and on the 8th of that month was dedicated by Rev. John E. Edwards, D. D. The Methodists numbered at that time, white and colored, between 600 and 700 members.

In 1848 and 1849, such was the growth of Methodism that the time had ripened for the building of a new church edifice, and measures were taken to accomplish the result, and the erection of the Granby Street Church was commenced under the leadership of Rev. Dr. John E. Edwards, and the building was completed and dedicated by Dr. Edwards in 1850, who was its first pastor. From this church also sprang Centenary and McKendree, two influential and self-sustaining stations. Queen Street Church was the direct product of the Cumberland Street Church, as was also the Chestnut Street Church in Berkley. The Huntersville Church is a child of the Granby Street Church, now Epworth. So that from the small number of 600 members, Methodism in Norfolk during the last 128 years has grown to nearly 4,000, with about 12,000 adherents.

The total membership in the Norfolk district is about 7,000; total value of church property in Norfolk, \$265,000; number of pastors, eight; local preachers, three.

Epworth M. E. Church, South, Norfolk,

Is one of the finest buildings in the South. It was formerly Granby Street Methodist Episcopal Church, South, which was organized 50 years ago.

Dr. William A. Smith, while pastor of the Cumberland Street Church, saw the need of a new organization, and declared to his people that the interests of Christ's kingdom and of Methodism demanded that they build another church and organize a new society. Under the pastorate of Dr. J. E. Edwards, in 1848-49, measures were taken to accomplish this result. A lot on the corner of Freemason and Granby streets,—a most eligible location,—was secured, and the Granby Street Church was built. It was completed in 1850, and on the 1st of December of that year 116 members withdrew from the Cumberland Street Church and organized the Granby Street Methodist Episcopal Church, South. The church was dedicated on Sunday, December —, 1850, by Dr. John E. Edwards, who was its first pastor. The official board consisted of the following stewards: H. W. Williams, James Hicks, Nathaniel Nash, E. J. Griffith, G. W. W. Camp, C. F. Martin, E. R. Gale. Trustees: J. H. Nash, Benjamin W. Gatch, James M. Brooks, William P. Griffith, William Callis, E. H. Delk, William Taylor, Horatio N. Williams. Dr. John E. Edwards was the first pastor of the church, filling the station from 1850 to 1852. He was succeeded by Dr. D. S. Doggett.

The subject of a new church building had been agitated for several years. The congregation felt that a more modern and more commodious building was needed. In March, 1892, Dr. William E. Evans called upon the congregation for a subscription for this purpose, and the sum of \$42,000 was at once

realized. The committee appointed to select a suitable site purchased a large and elevated lot on the corner of Freemason and Boush streets, one square west of the old site, and on this was built a church which is second to none in Virginia or in the South. The cornerstone was laid with Masonic rites on the 24th day of April, 1894, in the presence of a large concourse of people, and Rev. A. Coke Smith, D. D., delivered an eloquent and able address. It was completed and dedicated on the 19th day of January, 1896, by Rev. Dr. A. Coke Smith, who delivered a powerful sermon, from Titus, 2d chapter, 11th to 14th verses, to an immense audience. It is a magnificent structure, with an interior symmetrical and charming, and withal comfortable; an exterior stately and imposing; and with its elegance and richness of frescoing, fittings and furnishings unsurpassed. It is truly a work of art, and an ornament to the city of Norfolk. The members of the congregation felt more than gratified at the happy consummation of their long-cherished hopes and plans, but perhaps no one felt happier than did William Taylor, the oldest living member, who came out from the old Cumberland Street Church and helped to build the Granby Street Church, and, after serving on the Epworth Church Building Committee, was spared to see the dedication of their grand church edifice. The following are the officers of the church:

TRUSTEES.

William Taylor, Chairman.

H. C. Davis,	J. D. Gale,
J. L. Roper,	A. J. Denby,
M. C. Ferebee,	B. D. Thomas,
R. A. Dodson,	R. O. Nottingham.

STEWARDS.

John L. Roper, Chairman.
 W. M. Jones, Secretary.
 L. Clay Kilby, Church Treasurer.
 B. T. Bockover, Poor Fund Treasurer.
 W. B. Roper, Choir Fund Treasurer.
 John H. Thompson, Recording Steward.

G. R. Atkinson,	W. D. Rountree,
M. L. T. Davis,	B. D. Thomas,
J. L. Walker,	D. J. Turner,

J. W. Perry,
 B. G. Pollard,
 T. S. Southgate,
 W. T. Simcoe,
 John T. Bolton,
 William A. Wrenn,

W. J. Vesey,
 McD. L. Wrenn,
 J. Sydney Smith,
 C. W. Harrell,
 E. C. Deering,
 A. C. Miley.

McKendree M. E. Church, South, Norfolk.

There is probably no other congregation in the Virginia Conference which has grown more rapidly than that now worshipping in the McKendree Methodist Episcopal Church, South, of Norfolk, Virginia. (Brambleton Ward.)

This section of the city has increased so rapidly in population that in a few years it has been transformed from a small suburb of 500 people into a populous and one of the most important residential wards of the city, with over 6,000 inhabitants.—a community of thrifty, industrious business men and mechanics, a large percentage of whom own their homes.

This fully explains the fact that, in the same short time, the little chapel which was built for this progressive congregation, about 15 years ago, by its worthy mother, the Granby Street Methodist Episcopal Church, South, has been replaced by a commodious and well-appointed edifice, with a seating capacity of over 800, and every modern appliance for the comfort and convenience of those who seek its walls to worship. This property cost about \$25,000, and is truly a monument to Methodism. The new church was dedicated on October 2, 1892, Dr. R. N. Sledd preaching the sermon. The church was named for the late Bishop McKendree.

Queen Street M. E. Church, South, Norfolk.

Early in 1877 the church building was finished. It stood on the southeast corner of Queen and Newton streets, where one of the buildings of the Ballentine Arcade now stands, was a rectangular brick structure, without tower or spire, plain and neat in appearance, comfortably furnished, had no gal-

leries, and would accommodate about 400 persons. At first it had but one room, but afterward a pastor's study was built in the rear of the pulpit. The dedicatory services were held on Sunday, February 25, 1877, with large congregations in attendance. Rev. John E. Edwards, D. D., preached both morning and evening.

The house of worship above described, after several years of use, was found to have been defectively constructed; the walls were bulging in such a manner as to render the whole structure unsafe. It was decided to pull down the building, sell the lot, purchase a better one on the opposite side of the street, a little further east, and erect a much larger and better edifice. In December, 1885, a lot was bought on the corner of Queen and Pulaski streets, a temporary tabernacle was erected for the use of the congregation, and some time during 1886 the present handsome building was begun. The lecture-room wing was first built and occupied. The opening services were held on Sunday, February 27, 1887, sermons being preached by Rev. W. V. Tudor, D. D., Rev. L. B. Betty, and Rev. A. G. Brown. Work on the auditorium was begun in July, 1888, and the entire building was completed in 1891. The dedicatory exercises were held on Sunday, January 11, 1891, and in spite of the very inclement weather large congregations were in attendance. Bishop Robert K. Hargrove, D. D., officiated and preached both morning and evening. This church has continued to grow very rapidly, and is now one among the largest in the district.

Monumental M. E. Church, South, Portsmouth.

The day after Rev. Robert Williams preached in Norfolk, which was in the early part of 1772, he preached in Portsmouth on the invitation of Isaac Luke, a prominent citizen of the place. Rev. Mr. Williams remained in the twin cities a month or more, preaching to large congregations. A class was formed

under the care of Isaac Luke, and Monumental Methodist Episcopal Church, South, goes back in unbroken sequence to that organization.

Nine years prior to this it is said that the great Whitfield appeared in Portsmouth. William Maxwell's recollections of his mother, printed in the *Antiquary*, reports her as saying in referring to her mother: "She took me, too, to church along with her every Sunday, and I got some good, I suppose, from the sermons I heard, though I cannot say that I remember any of them, particularly, except one. This was a sermon which I had the happiness to hear from the great Mr. Whitfield, when I was about 12 or 13 years old. He preached in Portsmouth and stood out, I remember, on the steps of a house not far from the Ferry wharf, for such crowds of people had come in from all quarters to hear him that no house could hold them all. And there he held his white handkerchief in his hand and talked away with a loud, sweet voice that I shall never cease to be hearing. His text was from the 3d chapter of John, 'Ye must be born again.' 'Poor Nicodemus, methinks I see him now—a ruler of the Jews—and yet did not know that he must be born again.' At another time he broke out, 'Alas, I tell you I might as well think to stop your vessel under sail, by waving this handkerchief at her,' waving while he spoke, 'as for one of you to think of getting to heaven without being born again.' All the people were moved. For my part, I thought I never heard anything like him before, and, no doubt, he did me more good than I knew at the time—for I have felt his words, or rather the words of our blessed Savior himself, in my heart from that time to this." As Mrs. Maxwell was born June 20, 1750, it must have been during Whitfield's visit in 1763 that she heard him in Portsmouth.

The first house in which the Methodists worshiped in Portsmouth, apart from private residences, was the one which stood at the intersection of South and Effingham streets. In

1792 the congregation purchased a lot in Glasgow street from Director Friedly, and tradition says that the house on South and Effingham streets was moved on wheels or round poles to the new site. The first Methodist church was a plain wooden structure, about 40 by 30 feet, its longest side parallel to and on the line of Glasgow street. It was twice enlarged to meet the demands of a constantly increasing congregation. In the first instance an addition of about 20 feet was added to the east end, and along this a "singing gallery," as the records term it, was erected for the choir. In the second instance an "L" was added to the side furthest from the street, and two additional galleries were constructed. This made the ground plan of the building in the form of a "T," and with the pulpit moved to the center and fronting the new extension, the church was considered the most conveniently arranged of any in this section. No trace of the building save the foundation remains. It was given up to the colored people, and was destroyed by fire in 1856. Rev. Jesse Nicholson is buried in the churchyard. The inscription on his tomb is: "Sacred to the Memory of Jesse Nicholson, Patriot of the American Revolution. A most exemplary Christian—45 years a minister of the M. E. Church, a man loved and venerated for his many virtues, died September 26, 1834, aged 75 years." He was a Revolutionary soldier, county surveyor, Methodist minister, school teacher, and postmaster of Portsmouth. He lived on High street, the present site of the Flume stores. He was always a highly respected citizen and a useful man.

A large brick church edifice was erected on Dinwiddie street between 1830 and 1833, with a seating capacity for 1,000 persons. During the Confederate War this building was seized by the Northern Methodist Episcopal Church and while in its possession was consumed by fire in 1864. Afterward a building was erected on the rear portion of the same lot and was used for public worship until 1876, when the present Monumental Church was completed.

This edifice is Gothic, with a lofty spire, richly stained glass windows, with a seating capacity of 800.

*Chestnut Street M. E. Church, South,
Berkley.*

The history of this church is very interesting, and is but another proof of the active, progressive spirit of the people called Methodists.

In the year 1870 several Methodist families moved to the little village then called Ferry Point; there was at that time no steam ferry communication with Norfolk and Portsmouth, foot boats being used at irregular intervals. There was no church in the place except the Christian Church, Rev. Stephen Barrett, pastor. Soon, on account of the distance from, and the great inconvenience in reaching, the churches of which they were members, these few Methodists determined to form a society and make arrangements for regular church services; a room was secured in the old Court House, fitted up for religious services and called the chapel, and here they met for divine worship, with some one of the Methodist preachers of Norfolk and Portsmouth preaching on Sunday afternoon and the society holding class and prayer meetings during week nights. This continued until November 27, 1870, when Rev. A. G. Brown, presiding elder of the Norfolk District, met the society in the chapel and formally organized the church.

The following was the first official roll: H. C. Cheatham, preacher in charge; H. B. C. Walker, M. C. Keeling, H. V. Moore, C. S. Rogers and Enos Cuthrell, stewards.

Central M. E. Church, South, Portsmouth.

Forty-four years ago, in 1856, Wesley Chapel Mission was established by the Dinwiddie Street Methodist Episcopal Church, South, to meet the increasing demands of Methodism in Portsmouth.

The demand for a larger edifice becoming

imperative, the old church was sold in April, 1870, to a colored Baptist congregation, and a site purchased on County street, near Washington street, and a new building commenced, to be called Central Methodist Episcopal Church, South. The corner-stone was laid with Masonic ceremonies, April 22, 1870, D. D. Fiske, master of Naval Lodge, No. 100, A. F. & A. M., officiating. Rev. P. A. Peterson delivered on this occasion a very able and interesting address on "Historic Methodism."

From the time of the delivery of the old church to its purchasers to September 4, 1870, the membership of Wesley Chapel, numbering about 225, worshiped in Oxford Hall, on High street, between Court and Middle. On the 25th day of October, 1874, the building being complete, it was dedicated by Rev. Robert N. Sledd, D. D. Below is given the first board of stewards, and then the board now in office: Wesley Chapel—George L. Neville, B. H. Owens, John L. Thomas, James M. Butt, John H. Thompson. Central Church—Reuben Bohlken, John L. Thomas, William Ives, B. B. Warren, W. L. Howlett, W. B. Wilder, B. H. Owens, George W. Wonycotte, Harvey Lane, J. E. Thompson, F. A. Friedlin, W. E. Weber and Thomas C. Rice. The church has outgrown its present building and is preparing to erect a fine stone structure on the northwest corner of South and Washington streets. *Wright Memorial M. E. Church, South,*

Portsmouth.

In 1861 the name of Gosport Station was changed to Second Street. There Methodism prospered for many years. It has been estimated that 1,500 souls were converted in that house. The location, style and size of this building not meeting the demands of the growing congregation, November 11, 1882, while under the pastoral care of Rev. George M. Wright, a lot was purchased through W. H. Elliott on the corner of Randolph and Fourth streets, and the foundation for a new church edifice, to be called Centenary, was begun July, 1883.

September 13th, of the same year, the corner-stone was laid by Naval Lodge, No. 100, A. F. & A. M. April 12, 1885, the building was formally dedicated by Rev. R. N. Sledd, D. D. The church is a handsome edifice, and is eligibly located. Its size, outside measurement, is 45 by 90 feet; height of spire, 130 feet; audience room, 42 by 63 feet, with a gallery 14 by 42 feet; seating capacity, 500. The interior is attractive, the walls and alcove in the rear of the pulpit being tastefully frescoed, the windows of beautiful stained glass, the pews comfortable. It is heated by a furnace located in the basement, and is lighted by electricity.

Board of stewards: Chairman, C. A. McLean; secretary, George Davis; treasurer, R. A. Etheridge; members, G. T. Townsend, John E. West, E. Cross, A. C. Bushnell, J. C. Summers, Edward Powell, R. H. McLean, A. P. Cuthriell, J. O. Bailey, T. B. Tyler, T. J. King, William Anderton, J. J. King and C. A. Moody.

On the 23d of July, 1885, Rev. George M. Wright, to whom the church felt indebted for his untiring efforts to build their beautiful house of worship, died. Shortly afterward, at the suggestion of the pastors of the Methodist Episcopal Church, South, in Norfolk, Portsmouth and Berkley, the Quarterly Conference by unanimous vote changed the name of the church to Wright Memorial.

Oak Grove M. E. Church, South,

Is located near the site of the British fort at Great Bridge. It was first called Cutherell's meeting-house, but in 1842 it was removed from that site about one mile distant to the present location, when the name was changed to Oak Grove. The church building was occupied by the Federals as barracks and hospital for about three years during the Confederate War; it was almost entirely destroyed during their occupancy. The board of stewards is constituted as follows: Maj. William H. Etheredge, Frank Williamson, Charles N.

Foreman. Alexander Stokes and Luther Eaheredge.

Deep Creek M. E. Church, South.

This church prior to the Confederate War, was called Rehobeth; during the war it was entirely destroyed by the Federal troops, who used the materials to construct barracks. A new building has since been erected on a new site in the heart of the village.

BENEVOLENT AND FRATERNAL ORGANIZATIONS
OF NORFOLK.

Masonry in Norfolk.

This article was written for the "Century" edition of the Virginian-Pilot by Past Master Henry L. Turner.

We find from the earliest records, according to "Auld and Smellie's Freemason's Pocket Companion," published in Edinburgh, A. D. 1765, under the heading: An exact list of the Regular English lodges according to their Seniority and Constitution under the Grand Lodge of England, which was organized in 1717, recorded No. 172,—“The Royal Exchange, in the Borough of Norfolk, in Virginia, the 1st Thursday of December, 1733.”

This lodge was one of the original eight which met in Williamsburg on the 6th of May, 1777, by request of Williamsburg Lodge, No. 6. The deliberations of this convention resulted in the formation of the Grand Lodge of Virginia on the 13th day of October, 1778. At the meeting of the Grand Lodge of Virginia, held in October, 1786, a committee regulated the rank and standing of the several lodges then under its jurisdiction. This lodge, Royal Exchange, No. 172, was changed to Norfolk Lodge, No. 1, and constituted as dating from 1741. There is a difference in dates here; the original charter was dated 1733, and it is claimed to be the oldest lodge in existence in the United States. It was, however, kept on the register of the Grand Lodge of England until 1813. Mathew

Phripp, Esq., was the representative of this lodge in the Williamsburg Convention. He was honored by being chosen the president of the convention. In the Grand Lodge of 1778 we find the names of Mathew Phripp and Paul Loyall (this gentleman was evidently one of the ancestors of the Loyall family now in our city), representing Lodge No. 1 at the session of the Grand Lodge of Virginia in 1790. Thomas Matthews, of Norfolk Lodge, No. 1, who was the speaker of the House of Delegates, was elected grand master, being the 5th grand master. In 1793 Mr. Matthews was presented by the Grand Lodge of Virginia with an elegant past master's jewel. At the Grand Communication held December, 1798, a charter was granted for the establishment of a lodge to be known as Napthali Lodge, No. 56, with Robert Brough, grand master; John K. Read, S. W.; and James Kerr, J. W. This lodge was regularly represented for some years by Mr. Brough.

The year 1801 was very unhealthy, as the lodges lost by death during this year 11 members. The year 1813 seems to have been very peculiarly unhealthy or there must have been an epidemic, as Norfolk Lodge, No. 1, lost 14,—among the number P. G. M. Matthews,—and Napthali Lodge, No. 56, 26; a total of 40. At the Grand Communication held December, 1813, Robert Brough, of Napthali Lodge, No. 56, was elected grand master. The two lodges lost by death during 1815, 13. Norfolk health at that time must have been very poor, for there certainly could not have been more than 150 Masons, and a death rate of 10 per cent. was fearful. With a membership at the present time, A. D. 1900, of 450, the death rate for the last three years has averaged one-half of one per cent., showing a vast improvement in the health, certainly, of the members of the fraternity.

There was also a lodge in the city known as the Lodge of Truth, which evidently worked in the French language, as the names of its members recorded as visiting Norfolk Lodge, No. 1, and Napthali Lodge, No. 56.

were those of Frenchmen (in fact, some of the descendants of those good French Masons were known to the writer), but all records in relation to it have disappeared. Probably they may be in the possession of some of the descendants of those good old Frenchmen Masonry flourished, and on October 24, 1824, there occurred in the borough of Norfolk a Masonic affair which is not only interesting to the craft in this city but to the craft where-soever dispersed. I shall transcribe from the record book of Naphthali Lodge, No. 56, the records as they appear:

At a called communication of Lodges No. 1, 16, 56 and 100, held at the Mason's Hall pursuant to notice, Lodge No. 1, presiding, on Sunday morning, Oct. 24, A. D. 1824, A. L. 5824.

Present Wors. Benj. Pollard, Master.
 Brother Jno. Myers, S. Warden.
 Brother Geo. Weaver, J. Warden.
 Brother W. D. Roberts, L. Deacon.
 Brother Willoughby Butt, J. Deacon.
 Brother P. J. Cohen, Treasurer.
 Brother M. B. O'Neil, Secretary.
 Brother John Warrington, Tyler.

And a large concourse of members from each of the Lodges and visiting brethren. * * * * On motion made and seconded.

Resolved, That by a general subscription among the brethren now present, a P. M. Jewel be purchased and presented to our distinguished Brother General Lafayette, the deficiency if any to be made good from the funds of each Lodge now represented."

A committee consisting of W. M. Senar of Lodge No. 16, and W. M. Mordecai Cooke, of Lodge No. 100, with Brothers Moses Myers, Thomas Newton, William B. Lamb, Stephen Wright and four deacons were dispatched to wait on Brother Lafayette, and announce to him, that the Lodge was prepared for his reception. At 12 minutes before 11 o'clock he appeared, and having been received with the most exalted honors and presented by the Wors. M. B. Pottare with the Masonic Badge, he was by him addressed in the following elegant and dignified speech:

"Most Venerated Brother, among the variety of cordial welcomes, and heartfelt congratulations with which you have been greeted since your arrival in our happy country, permit us to enroll that of the Free and Accepted Masons of the Borough of Norfolk and Town of Portsmouth congregated here in our Lodge for the purpose of tendering you the assurances of their respect and fraternal love. We will not detain your attention by eulogies on the antiquity of our order, nor dwell on the honorable character it has universally maintained. Neither will we fatigue you with a recapitulation of the many virtuous and distinguished characters, who have adorned our annals; but in the

presence of the friend and companion of our beloved Washington, permit us to boast that he was a member of our Craft; and was proud to be hailed as the Grand Master of the Lodge of Virginia, from which stock we derive our descent as Masons. You, Sir, who have stood in the presence of Princes and Potentates, have often practically experienced the sovereign influence of our principles wherever there has been found capacity to comprehend them; and in the day of danger, and on the field of carnage, have probably witnessed the Benevolence and magic sympathy they have extolled amidst the din of battles, and from the deadliest foes. We are not, however, ignorant of your sentiments on this subject; they are recorded in the toasts with which you were pleased to honor the fraternity in the City of New York, in which you have contrasted names dear and precious to enlightened man, throughout the civilized world, with those with which are associated with darkness and despotism, with the degradation of human nature, and the perpetuation of ignorance and superstition. Permit me, Dear Brother, as we may never again be favored with the honor and happiness of your presence, to record for the edification of successors and of generations who are to follow us, that we have your sanction to enroll the name of Lafayette with those of Washington and Franklin, in our annals, for which purpose allow us to confer on you the title of honorary member of Lodges Nos. 1, 16, 56 and 100 here assembled, and permit us also to invest you with a Past Master's Jewel, bestowed by the unanimous vote of the Brethren as a lasting memorial of their respectful regard. We also beg that you will yourself inscribe your name in the Books of the Constitutions of the several Lodges which are here presented by their respective secretaries, for that purpose. We wish your signature to be preserved among the archives and ancient landmarks of our order, to which our successors and offspring may point with elated feelings, and honor it, as a Star in the East, that Masons yet unborn may glory in your name and be stimulated to emulate your virtues."

To which the General returned a neat and appropriate reply. He was then presented by the W. M. with the Jewel and by request became an honorary member of each of the Lodges then represented by affixing his signature to the respective constitutions. And Master Elect Geo. Washington Lafayette (his son) and Brother Le Vasseur, were also presented with badges and became honorary members of each Lodge in a similar way. (The Book of Constitutions of Norfolk, No. 1, containing these signatures, is in the Masonic Temple.) The procession having been formed, the General and his suite were conducted to Christ Church where the Rev. Dr. Wilmer delivered an eloquent sermon adapted to the occasion. After which the General was conducted to his lodgings, they moved thence to the Lodge, when after having spent some time (by partaking of a handsome collation) in the most affectionate and brotherly manner the Lodge was closed in ancient form.

JAMES WILLOUGHBY,
 Master.

Teste.

FRANCIS A. PERIER,
 Secretary.

From the minutes of Bro. M. B. O'Neil.

Thus ended one of the most notable events in the history of Norfolk. There is now living in Norfolk a venerable lady who danced with General Lafayette at the ball given by the citizens in his honor. Naphthali Lodge, No. 56, became extinct in 1843. The records of the venerable lodge are now held by special act of the Grand Lodge of Virginia by Atlantic Lodge, No. 2, as their custodian, and are highly prized by that lodge. After this time Norfolk Lodge, No. 1, was the only lodge in the city until October 14, 1854, when Atlantic Lodge, No. 2, was chartered, with George L. Upshur as worshipful master. It started out under most favorable auspices, but in less than one year from its charter, Norfolk was visited by the fearful scourge of yellow fever. The heroic Upshur fell at his post, battling with the dread disease. Norfolk Lodge, No. 1, lost many of its members also.

On June 12, 1867, a number of the brethren of both lodges united in forming Owens Lodge, No. 164, with Thomas F. Owens as its first master. He, in 1869, was elected most worshipful grand master of the State, being the third and last grand master selected from the Norfolk Masons. December 15, 1869, Ruth Lodge, No. 89, was chartered, with James B. Blanks as its first master. This lodge was composed of young men who had settled in Norfolk from different parts of the State and other States, and was originally intended to be called the Lodge of the Strangers. During this time Kempsville Lodge was chartered (December 12, 1871), and drew many members from Atlantic Lodge. It was afterward removed to Princess Anne Court House, and the name changed to Princess Anne Lodge, No. 25. Berkley Lodge, No. 167, was chartered December 11, 1871, and drew strength from both Nos. 1 and 2. Elizabeth Lodge, No. 34, was chartered in 1871, with P. M. James E. Wright, of No. 1, as its first master. December 9, 1897, Corinthian Lodge, No. 266, was chartered and Atlantic Lodge furnished its first master in

the person of Past Master L. Jack Oliver, the present district deputy grand master.

The first temple erected in the city was situated on the corner of Freemason and Cumberland streets; the next, on the east side of Church street nearly opposite the Odd Fellows' Hall, and was the property of Norfolk Lodge, No. 1. The present temple on the corner of Freemason and Brewer streets was erected in 1874-75, and is the home of most of the fraternity. In addition to the lodges named, there is Norfolk United Chapter, R. A. M., No. 1, chartered January 18, 1820, and Grice Commandery, K. T., No. 16, chartered April 20, 1866.

Norfolk Lodge, No. 1, A. F. & A. M., Alexander T. Hofheimer, W. M., Isaac Moritz, secretary, meets in the Masonic Temple the first Tuesday of each month. Number of members, 120.

Atlantic Lodge, No. 2, A. F. & A. M., Henry L. Myers, W. M., George W. Wilson, secretary, meets in the Masonic Temple the second Monday of each month. Number of members 80.

Elizabeth Lodge, No. 34, A. F. & A. M., R. A. Pelworth, W. M., R. F. Cleverly, secretary, meets in Odd Fellows' Hall, Atlantic City Ward, the first Tuesday of each month. Number of members, 55.

Ruth Lodge, No. 89, A. F. & A. M., Lawrence Royster, W. M., William N. Grubb, secretary, meets in the Masonic Temple the third Tuesday of each month. Number of members, 100.

Owens Lodge, No. 164, A. F. & A. M., Walter H. Hall, W. M., B. A. Marsden, secretary, meets in the Masonic Temple the second Thursday of each month. Number of members, 68.

Corinthian Lodge, No. 266, A. F. & A. M., S. R. Hill, W. M., L. Jack Oliver, secretary, meets in Ingram's Hall, Brambleton Ward, the second Tuesday of each month. Number of members, 35.

Norfolk United Chapter, R. A. M., No. 1,

Newton Fitz, high priest. John Walters, secretary, meets in the Masonic Temple the first Monday of each month.

Grice Commandery, No. 16, K. T., Harry Hodges, eminent commander. George B. Jenkins, recorder, meets in the Masonic Temple the fourth Monday of each month.

There are 458 affiliated Masons in the city and about 250 non-affiliates.

The members of the fraternity are at all times glad to welcome visiting brethren. They can always be certain of a cordial greeting and an Old Virginia welcome. I have endeavored to give a slight outline of the history of Masonry in our city by the sea for the last 170 years, but space allowed me is too limited to go into detail. There are many interesting occasions which could not be described in so limited a space, but I hope that I have said enough to assure the craft throughout the United States and the world that the true spirit of Masonry lives and flourishes in the "Old Borough."

Henry L. Turner,
P. M. Atlantic No. 3.

Norfolk Lodge, No. 38, B. P. O. E.

"The faults of our brothers we write upon the sand;
Their virtues upon the tablets of love and memory."

Ever since the Benevolent & Protective Order of Elks has been organized, these beautiful words have been the motto of every member of the order. Once every year Elks all over the country hold memorial exercises in memory of their absent brothers who have passed away, and these impressive exercises are always attended by thousands of people, no matter where they are held.

On the 15th day of November, 1885, a meeting was held in this city for the purpose of organizing Norfolk Lodge, No. 38, B. P. O. E. Frank L. Slade presided at this meeting, and after the objects of the order were explained, the session adjourned to meet again on the 29th, and on that date Norfolk Lodge was instituted in the same room that they now

occupy in the Academy and Music building. After the lodge had been duly instituted, the following officers were elected: Exalted ruler, Frank L. Slade; esteemed leading knight, Henry C. Chase; esteemed loyal knight, M. P. Waller; esteemed lecturing knight, Frank H. White; secretary, Thomas J. Arrington; treasurer, Frank H. Camp; tyler, T. G. Church; esquire, A. G. Gale; chaplain, E. M. Allen; inner guard, W. A. Foster; trustees: John F. Trudewind, M. W. Jenkins and S. S. Kelly.

February 27, 1887, a committee was appointed to select a suitable place in the cemetery for an Elks' Rest, and they selected an admirably located plot, on which was later unveiled a magnificent bronze elk. Elks from many other cities participated in the unveiling ceremonies, which were very elaborate.

The present officers of Norfolk Lodge are: W. H. Venable, exalted ruler; W. H. Sargeant, Jr., esteemed leading knight; D. J. MacFarland, esteemed loyal knight; W. J. C. Stockley, esteemed lecturing knight; W. B. Langley, secretary; W. W. Dey, treasurer; R. E. Riddick, esquire; E. T. Wright, tyler; H. E. Chase, chaplain; F. H. Tholl, inner guard; A. Moses, organist; board of trustees: R. D. Nichols, E. R. Joynes, A. P. Jones.

Young Men's Christian Association.

The association was organized February 28, 1856, in the room of the Freemason Street Baptist Church. Dr. S. K. Jackson was the first president, with T. F. Owens, C. A. Santos and A. M. McPhefers as vice-presidents and Charles H. Langley and A. L. Seabury, secretary and vice-secretary, respectively. The venerable W. D. Reynolds, who is a member of the board of directors, was one of the active workers in the early days, and has always retained an active interest in the affairs of the association.

The association was incorporated in 1886 and the new building movement inaugurated. Evangelist Moody was largely instrumental in



THE MARY F. BALLENTINE HOME FOR THE AGED, NORFOLK, VA.

arousing the citizens to the importance of such a building, and under the energetic leadership of General Secretary Dadmun, the necessary funds were secured and the enterprise pushed to a successful completion. It was thought by some that the building was too large for the size of the city, but the subsequent growth of the city and development of the various association activities have already proved the wisdom of those who planned and built for the future growth, as well as for present needs.

In no city in the State has there been a more cordial support of this valuable work for young men and boys than in Norfolk. The liberality of the citizens has been rewarded during the past year with the largest results in the history of the association. The gymnasium classes have been crowded to overflowing, frequently as high as 60 and 70 gathering upon the floor for exercise at one time. The enrollment in the educational classes has been nearly double that of any previous year, with a total of over 118, who have been attracted to the various evening classes conducted for the benefit of employed young men. The steady increase in attendance and interest at the Bible classes, literary society and gospel meetings for men and boys on Sunday afternoons have been most gratifying to all. It is expected that the present year (1900) will eclipse all previous records in several respects.

The present officers and board of directors are as follows: Dr. L. Lankford, president; W. W. Vicar, vice-president; W. B. Roper, second vice-president; Dr. N. A. McCurdey, third vice-president; C. C. Couper, recording secretary; T. S. Southgate, W. H. Barnard, Barton Myers, Alfred Clay, Frank Hitch, Luther Sheldon, T. J. Nottingham, A. S. Couper, W. D. Reynolds, G. Benson Ferebee, Harry K. Walcott and J. I. Jenkins. H. A. Meacham is general secretary; Ambrose Page, junior secretary; W. H. Ward, physical director; Robert Douglass, membership secretary.

Women's Christian Temperance Union.

The president is Mrs. Annie Barnes; vice-president, Mrs. A. J. Makinson; corresponding secretary, Miss Carrie Lambert; recording secretary, Mrs. T. E. Lee; treasurer, Mrs. A. J. Makinson.

FLORENCE CRITTENDEN HOME

Is the greatest visible work of the Norfolk Women's Christian Temperance Union, and its friends. It is managed by a board which fills vacancies by members of its own choosing, all of whom must be members of some local branch of the W. C. T. U. The managers collected from the members of the W. C. T. U. in the State, and from friends of rescue work, all the price of the Chapel street property except \$1,000, which was given by Charles N. Crittenden as a memorial to his little daughter. The Home is supported by voluntary offerings and by an allowance of \$300 per year from the city treasury. Last summer (1900) the old wing of the building was torn down and rebuilt, and the whole place renovated and put in good sanitary condition. A large per cent. of the girls received at the Home are saved.

The Mary F. Ballentine Home

For aged women is located on Park avenue, between Bond street and Corprew avenue. The president is Thomas R. Ballentine; secretary, W. W. Vicar; treasurer, Caldwell Hardy; matron, Miss E. E. Selden. A view of the Home is shown on a near by page.

The Episcopal Church Home

For aged, infirm and indigent females, located at No. 417 Bute street, has for its officers: President, C. Whittle Sams; matron, Miss A. C. Clemmitt.

The Turney Home for Boys

Is located at No. 268 Bank street; the matron is Mrs. Mary F. Hallett.

The Girls' Home

Is located at No. 210 Brewer street. It is managed by the following named officers: President, Mrs. Jane Lauder; vice-president, Miss May Reed; secretary, Mrs. Lewis B. White; treasurer, Miss Nonie Wilkinson; matron, Miss Ada Ransome.

The Jackson Female Orphan Asylum

Is located at No. 112 Charlotte street. Richard H. Baker is president; B. P. Loyall, secretary; J. L. Farrant, treasurer; Miss F. A. Woodley, matron.

Norfolk Seamen's Friend Society.

Col. William Lamb, president; Rev. J. B. Merritt, chaplain.

Norfolk Society for Prevention of Cruelty to Animals.

L. Clay Kilby, president; W. B. Barton, secretary.

Thomas Jefferson Lodge, No. 45, Orangemen.

W. M., J. P. Grunewald; secretary, J. W. Shell; treasurer, G. M. Baker.

Friendship Council, No. 4, Order of Chosen Friends.

Counselor, J. H. Rose; secretary, J. W. Beasley.

Independent Order of Odd Fellows.

Canton No. 31, Patriarchs Militant: Captain, Andrew Dusch; clerk, George W. Hill. Old Dominion Encampment, No. 1: Chief

patriarch, R. D. Williamson; S. W., W. R. McDowell; H. P., Jonathan Martin; J. W., W. R. Brown; scribe, R. H. Worsham; treasurer, J. P. Epps.

Jerusalem Encampment, No. 4: Chief patriarch, E. A. Runaldi; scribe, James E. McCoy.

Washington Lodge, No. 2: N. G., B. D. Blick; secretary, James H. Hill.

Lafayette Lodge, No. 9: N. G., Miles Wood; secretary, Henry Wetzel.

Atlantic Lodge, No. 51: N. G., J. C. Phillips; secretary, J. D. Armstrong.

Harmony Lodge, No. 19: N. G., H. F. Graves; recording secretary, John T. Cross.

Lambert's Point Lodge: N. G., B. A. Allen; secretary, B. F. Albright.

Vandalia Lodge, No. 47: N. G., G. W. Crocker; secretary, G. C. Erwin.

Norfolk Lodge, No. 32: N. G., C. P. Schmus; secretary, George W. Toms.

Columbia Lodge, No. 44: N. G., Dr. George D. Levy; secretary, H. S. Coles.

Huntersville Lodge, No. 123: N. G., E. V. Atwood; recording secretary, T. B. Kelly.

Knights of Pythias.

Uniform Rank, First Virginia Regiment: Colonel, G. W. Batcly; lieutenant-colonel, S. J. Harwood; major, W. C. Corbitt; adjutant, Henry L. Myers; quartermaster, W. C. Withy; commander, J. T. Lawrence.

—Virginia Company, No. 2: Captain, A. Dusch; treasurer, George W. Battley; recorder, William H. Holland.

Endowment Rank, Section No. 3862: President, C. H. Spann; secretary, George W. Battley.

—Section No. 47: President, Jacob Kraemer; secretary, Ira T. Holt.

Norfolk Lodge, No. 9: C. C., Abe Moses; K. of R. and S., J. L. Williams.

Charity Lodge, No. 10: C. C., J. T. Hudgins; K. of R. and S., R. D. Williamson.

Brambleton Lodge, No. 56: C. C., W. C. Spann; K. of R. and S., W. A. Wickhouse.

Rathbone Lodge, No. 93: C. C., George W. Hoff; K. of R. and S., James E. Hanowell.

Heptasophians or Seven Wise Men.

Virginia Conclave, No. 1: Archon, A. C. Ward; chancellor, William Rawlings.

Friendship Conclave No. 2: Archon, A. S. Jones; scribe, W. G. Gregory.

Columbia Conclave, No. 7: Chancellor, O. G. Allen; treasurer, R. D. Smithers; scribe, John Hall.

Harmony Conclave, No. 11: Archon, Charles I. Stengle; chancellor, John O. Carroll; scribe, H. C. Willis; treasurer, A. F. Morrisett.

Improved Order of Heptasophs.

Landmark Conclave, No. 245: Archon, F. L. Bonney; treasurer, W. N. Grubb; secretary, W. M. Simpson; financier, E. W. Reid.

Norfolk Conclave, No. 252: Archon, Dr. L. Loiton; treasurer, J. N. McBride; secretary, J. W. Bates.

Knights of Honor.

Orient Lodge, No. 734; Reporter, E. T. Thomas.

Norfolk Lodge, No. 956: Dictator, R. Gatewood; reporter, G. W. Wilson; treasurer, W. N. Grubb.

Old Dominion Lodge, No. 1197: Dictator, J. R. Pettis; reporter, John M. Broughton.

Virginia Lodge, No. 195, Knights and Ladies of Honor.

Protector, B. D. Blick; secretary, E. T. Thomas.

Royal Arcanum.

Norfolk Council, No. 228: Regent, Henry Brant; secretary, T. B. Jackson.

Pocahontas Council, No. 493: Regent, J. A. Nengebauer; secretary, Frank J. Bain.

Campostella Council, No. 903: Regent, Frank H. Townsend; secretary, William M. Simpson.

Tidewater Council, No. 1302: Regent, M. Adelsdorf; secretary, Walter P. Russell; collector, E. W. Reid.

Friendship Council, No. 32, American Legion of Honor.

Commander, Robert Stevens; collector, H. Hodges; secretary, William N. Grubb.

Friendship Council, No. 4, Order of Chosen Friends.

Councilor, J. H. Rose; secretary, J. W. Beasley.

Home Circle.

Old Dominion Council, No. 28: Leader, H. S. Herman; secretary, William N. Grubb.

Matoaca Council, No. 147: Leader, J. P. Keville; secretary, J. E. Allen.

Elizabeth Camp, No. 3, Woodmen of the World.

Consol Commander, W. P. Murphy; clerk, A. C. Fine.

Norfolk Lodge, No. 125, Knights of the Mystic Chain.

Commander, J. A. Dalby; vice-commander, D. Agey; secretary, Joseph Stebbins, Jr.

Norfolk Tent, No. 6, Knights of the Maccabees.

Commander, J. L. Vetter; record keeper, E. W. Reid.

BENEVOLENT AND FRATERNAL ORGANIZATIONS OF PORTSMOUTH.

Masonry in Portsmouth.

Seaboard Lodge, No. 56, A. F. & A. M.:

L. H. Davis, W. M.; W. L. Davis, secretary;
R. S. Grant, treasurer.

Portsmouth Naval Lodge, No. 100, A. F.
& A. M.: Robert Ridley, W. M.; John Rutter, secretary; D. A. Williams, treasurer.

Mt. Horeb Chapter, No. 11, R. A. M.:
R. E. Warren, secretary.

Portsmouth Commandery, No. 5, K. T.: J.
W. Barclay, E. C.; John W. Rutter, recorder.

*Portsmouth Conclave, No. 93, Knights of
Damon.*

Commander, C. E. Murden; secretary and
collector, J. A. Scott.

Knights of Pythias.

Uniform Rank, Atlantic Company, No. 1:
Commander, R. P. Bunting, Jr.; recorder,
Charles L. Skeeter.

Portsmouth Company, No. 15:
Commander, B. Frank Vaughan; recorder, G.
M. Peed.

Endowment Rank, Section 13: President,
C. S. Sherwood; secretary, W. A. Culpepper.

Section 2919: President, J. C.
Niemeyer; vice-president, T. G. Parker; sec-
retary, J. A. Scott.

Portsmouth Lodge, No. 16: C. C.,
Charles L. Skeeter; K. of R. and S., John C.
Summers.

Atlantic Lodge, No. 24: C. C., A. W.
Lock; K. of R. and S., C. P. Brownley.

Seaside Lodge, No. 80: C. C., W. L.
Walmsley; K. of R. and S., G. S. Bell.

Royal Arcanum.

Portsmouth Council, No. 227: Regent, S.
Y. Brown; vice-regent, H. C. Walker; sec-
retary, S. P. Wigg.

Ocean Council, No. 1063: Regent, Ar-
mand DeR. Myers; secretary, S. Cleburne
Browne.

James Monroe Council, No. 1548: Re-
gent, Jesse P. Neville; secretary, James A.
Davis; collector, V. C. Hanrahan.

*Chesapeake Lodge, No. 1150, Knights of
Honor.*

Dictator, G. P. Barnes; reporter, John D.
New.

Independent Order of Odd Fellows.

Canton Portsmouth, No. 1, Patriarchs
Militant: Commander, H. C. Reynolds.

Wilkey Encampment, No. 3: C. P., Rob-
ert C. Williams; recording secretary, Charles
E. Murden.

Old Dominion Lodge, No. 5: Recording
secretary, David W. Murden.

Tidewater Lodge, No. 66: Recording
secretary, C. W. King.

Grice Lodge, No. 83: Secretary, George
A. Scott.

Improved Order of Heptasophs.

Old Dominion Conclave, No. 293: Archon,
W. D. Ballentine; secretary, S. C. Browne;
treasurer, G. P. Barnes.

Portsmouth Conclave, No. 15: Archon,
William H. Stewart; secretary, S. A. Staples;
treasurer, T. S. Lawrence.

Portsmouth Lodge, No. 82, B. P. O. E.

E. R., Charles Welton; E. L. K., James
W. Brown, Jr.; E. L. K., R. H. Neville; E.
L. K., F. K. Wonnycott; secretary, Calvin H.
Tabb; treasurer, G. A. Tabb.

*Portsmouth Council, No. 5, Order of Chosen
Friends.*

Councilor, Elvington Knott; secretary, J.
W. Goodman.

*Magnolia Camp, No. 4, Woodmen of the
World.*

C. C., C. H. Herbert; A. L., Harry Eller;
banker, J. R. McWilliams; clerk, E. L.
Dashiell.

Howard Division, No. 2, Sons of Temperance.

W. B., A. W. Moore; R. S., J. C. Herbert.

Benevolent Christian Union

President, Mrs. E. S. Sherwood; secretary, Mrs. H. E. Culpepper, Jr.

Joseph H. Plunkett Council, No. 473, Catholic Benevolent Legion.

President, John J. Shea; secretary, W. T. Nolan; treasurer, M. J. Hughes.

St. Paul's Council, No. 418, Knights of Columbus.

R. S., K. J. Griffin; F. A., T. J. Gibney; treasurer, J. C. Bain.

Catholic Knights of America.

President, Patrick Holden; vice-president, John J. Shea; recording secretary, William A. Langhorne; financial secretary, A. L. Bilisoly; treasurer, Joseph L. Bilisoly; sergeant-at-arms, M. J. Mulvey; chaplain, Rev. T. J. Brady.

St. Joseph's Society.

President, P. J. Lyons; vice-president, J. J. Heffron; recording secretary, P. J. Riley; financial secretary, P. T. Gallagher; treasurer, P. J. Riley; sergeant-at-arms, Malachi Hudgins.

Ancient Order of Hibernians.

President, P. J. Riley; secretary, E. M. Walsh; treasurer, John T. Gallilee.

Trinity Chapter, No. 346, Brotherhood of St. Andrew.

Director, E. W. Maupin, Jr.; secretary, Bartow Ford; treasurer, R. S. Marshall.

Y. M. C. A.

President, F. L. Crocker; treasurer, L. C. Phillips; recording secretary, W. R. Stevens; general secretary, James P. Stubbs.

The following interesting facts concerning young men give a graphic outline of the merit of the work done in their behalf: "Over 2,000 boys become young men every day in our nation. There are 12,000,000 young men in the United States. In line 12 abreast they would form a column 2,000 miles long. For each to be idle one week is equal to over 200,000 being idle in one year. They represent force enough to build a railroad from New York to San Francisco in one day."

Portsmouth, with its many hundreds of young men and the boys who are becoming men daily, could not afford to be without this organization now occupying its new building. That is a place of resort for young men and boys open seven days in the week, with its many attractions to counteract evil influences that are continually brought to bear on these classes. The new building has been practically completed since April, and most of the building has been in use since that time, but the formal opening was delayed until October 3, 1901, in order that the financial arrangements might be adjusted.

Previous to April, 1900, the association occupied the old building on the present site, that was inadequate in every respect, and owed \$5,000 on the building and site. This required the payment of \$300 per year for interest, which was met out of the interest fund, but now the association owns its own building, modern in every particular, and with appointments that will compare favorably with any association in the State. The income from the two stores and rooms rented for apartments on the third floor bring in an amount sufficient to pay the interest on the bonded indebtedness and insurance, leaving the association rent free. This does not mean, however, that the association will not require as much

from the sustaining and contributing members as in the past, but will require a little more, because a larger building and the larger work that was needed will require a larger outlay in order to accomplish the desired results.

The following gentlemen compose the building committee: Judge Legh R. Watts, chairman; James T. Borum, J. M. Cratty, F. D. Gill, E. N. Wilcox (deceased), and L. McK. Jack, treasurer, who, with President Crocker, have given much of their time, thought and energy to this project; and to them is largely due the successful completion of the building movement. The men alone have not labored for this building, but the members of the Women's Auxiliary were assiduous in their efforts in this particular, and have aided materially.

Portsmouth Orphan Asylum.

President, E. C. Brooks; vice-president, Legh R. Watts; secretary, William H. Stewart; treasurer, George L. Neville; superintendent, William A. Culpepper.

King's Daughters' Hospital.

President, Mrs. Yates McAlpine Wilson; superintendent, Miss Elizabeth Carpenter.

Women's Christian Temperance Union.

President, Mrs. M. A. Moore; vice-president, Mrs. M. D. Martin; secretary, Mrs. M. E. Saunders.

CHAPTER XV

PUBLIC INSTITUTIONS AND BUILDINGS

THE NORFOLK COUNTY FERRIES—HOSPITAL ST. VINCENT DE PAUL—THE PUBLIC BUILDINGS OF NORFOLK—THE PUBLIC BUILDINGS OF PORTSMOUTH—THE NORFOLK COUNTY COURT HOUSE.

THE NORFOLK COUNTY FERRIES.

The numerous branches and creeks which empty into the Elizabeth River as well as the river itself, which divides the county into three sections, made public ferries necessary for the convenience of the people from the time of the earliest settlement.

There were three regularly established ferries in Lower Norfolk County as early as 1637, supported by a levy of six pounds of tobacco on each tithable person. There were small boats for foot passengers only. The General Assembly passed an Act in January, 1641, providing for ferries and bridges, and paying ferrymen by a levy to be made by the commissioners of the county in which the ferry was kept. The charges for ferries becoming too burdensome for the taxpayers, the law providing for ferries to be kept up at public expense was repealed and the County Courts were authorized to grant franchises to individuals for a term of years and fix rates, and in 1655 County Courts were authorized to license ferries. An Act of Assembly was passed in 1673, in which the county commissioners were directed to report to the next session the most eligible places for establishing free ferries. The General Assembly in August, 1702, enacted "for the good regulation of ferries, which

prove very useful for the dispatch of public affairs, and for the ease and benefit of travelers, and in business that they be kept at places named in the Act,"—among many others, "In Norfolk County from Norfolk Towne to Sawyer's point or Lovitt's plantation (Portsmouth's site), the price for a man six pence, for a man and horse one shilling."

Ferrymen were exempted from public and county levies and from all other public services such as musters, constables, clearing highways, being impressed and other things of like nature. Any person who should set any one over any river whereon ferries were established for pay except for going to church was liable to be fined for each offense five pounds current money.

The Norfolk County Court on the 20th day of December, 1712, ordered "That Capt. William Craford keep the ferry on his side of the river and that he cause all persons to be ferried over as shall have occasion to pass from his shore to Norfolk Town or to Mrs. Sayer's," and Thomas Crucher was ordered to "keep the ferry in Norfolk Town and carry all persons as shall have occasion to pass from the town to Captain Craford's and to Mrs. Sayer's and back again, and that each of them shall have 1,750 pounds of tobacco salary every year," and on December 22, 1714, "It is by

the Court thought fit to allow to Major Samuel Boush for keeping of the public ferry here from Norfolk Town to Mrs. Sayer's Point and so likewise from the Town to Captain Crawford's and in each place as usual for the sum of 3,000 pounds of tobacco." On November 21, 1746, the court agreed to allow Col. George Newton and Col. William Crawford 6,000 pounds of tobacco each for keeping the ferry over the Elizabeth River the ensuing year.

October, 1748 (Hen. Vol. 6, page 14), — "Ferries to be constantly kept from Norfolk Town to Sayer's Point or Crawford's and from Crawford's to Norfolk Town. From Crawford's to Powder Point."

In 1753 Francis Miller was paid for keeping the ferries 6,000 pounds of tobacco and Alexander Bruce 6,300 pounds of tobacco.

Act of Assembly passed in 1757:

Section 1. Whereas it hath been represented to this General Assembly by the inhabitants of the County and Borough of Norfolk, that on the branches of Elizabeth River and Tanner's Creek in the said County, there are five public ferries, over one of which most of the inhabitants are obliged to pass in order to go to church, court, and general muster and that by expenses of ferriage many people are prevented from bringing their small wares and commodities to the market of the said borough. Be it therefore enacted, &c. that the justices of the Court of the County of Norfolk for the time being, be, and they are hereby empowered, and required, to appoint, contract, and agree with proper persons to keep the said ferries, and to levy the expense thereof upon the tithable inhabitants of the said County annually at the laying of the County levy.

Section 2. That every person appointed to keep the said ferries shall constantly keep such boats and hands as the said Court shall from time to time order and direct to be kept at the said ferries respectively, and shall give immediate passage over said ferries to all the inhabitants of the said County without fee or reward.

Section 3. That such ferry-keepers shall and may demand and receive, from persons not being inhabitants of the said County of Norfolk, the following rates, that is to say, for a man, four pence; for a horse the same; on every coach, chariot, or wagon and the driver thereof, the same as for six horses; for every cart or four-wheel chaise and the driver thereof, as for four horses; for every two-wheel chair or chaise, the same as two horses; for every hogshead of tobacco, the same as one horse.

On December 18, 1757, the court ordered that the sheriff advertise that the justices would meet at the Court House on Friday,

January 1st next, between the hours of 10 and 12, to contract with the proper persons that will give most for the privilege of keeping the ferries in this county. On January 20, 1764, the court ordered that no ferryman in this county be compelled to ferry any person over the river but from daylight to nine o'clock in the evening; public express excepted.

An Act was passed in 1766 authorizing the Norfolk County Court to lease the ferries and apply the money toward lessening the county levy; the inhabitants of the county to be put over to attend court, general musters and church at the expense of the county.

For keeping ferries from January 20, 1769, to January 20, 1770, Stephen Tankard was paid by the county 7,200 lbs. of tobacco; William Herbert 6,000 lbs., value £50; Charles Butler, 6,000 lbs., value £50; Max. Calvert, 3,600 lbs., value £30; William Baily, 2,400 lbs., value £20.

On the 18th day of March, 1779, the court taking the regulation of the ferries under their consideration, ordered that the prices to be paid for ferriage should be as follows: "For every foot passenger crossing the said ferries 1 shilling, and for every horse 2 shillings, also for every carriage wheel 1 shilling. And that the keeper of each ferry shall keep a proper horse-boat, a proper foot-boat and two able hands to keep the same. John Burgess is permitted and appointed to keep the ferries from Norfolk to Portsmouth and back again and from Norfolk to Ferry Point and back again and from Portsmouth to Ferry Point and back again. Stephen Tankard is permitted and appointed to keep the ferries from Portsmouth to Norfolk and back again and from Portsmouth to Ferry Point and back again and from Ferry Point to Norfolk and back again."

On March 18, 1784, the court ordered "That Willis Wilson and George Dyson be appointed ferry-keepers for one year from Portsmouth to Norfolk, from thence to Ferry Point and from thence to Portsmouth and that they

keep two foot-boats and one horse-boat and six hands; that John Burgess and Sam Pryor be appointed ferry-keepers from Norfolk to Portsmouth, from thence to Ferry Point, from thence to Norfolk and that they keep two foot-boats and one horse-boat and six hands; that Edmund Allmand be appointed from Ferry Point to Norfolk and Portsmouth, to keep one foot-boat."

December 19, 1787 (Hen. Vol. 12, Page 513).—"An Act authorized the Norfolk County Court to let out annually the ferries to the highest bidder and apply the money to lessening the county levy."

On January 18, 1796, the court ordered "That the sheriff advertise that the public ferries of this county will be let on some day during the sitting of the Court before the Court House door, that two ferry-boats with two hands to each and also one horse-boat be kept at Norfolk and the same number at Portsmouth; that the said boats be let out in the following manner, to-wit: One foot-boat and one horse-boat from Norfolk to Portsmouth be let out first to the highest bidder and then the other foot-boat to be let out to the highest bidder and that the boats in Portsmouth to be let out on the same terms, also that a foot-boat and one horse-boat be kept at Ferry Point and be let out together to the highest bidder, which said boats are to ply to and from the above mentioned places respectively." On November 23, 1796, the court ordered "That the keepers of the several ferries pay unto the overseers of the poor of the Parishes of Elizabeth River, St. Bride's and Portsmouth, each, one-third of the money due from them to the Court for the rent of the ferries."

On the 18th day of November, 1799, the court ordered "That the ferries across the Elizabeth River be immediately set up to the highest bidder in the following manner:

"One foot-boat and one horse-boat with two able hands in each boat to be kept at Ferry Point; two foot-boats and one horse-boat with two able hands in each to be kept at Portsmouth, and the same at Norfolk Borough,

which several boats shall ply between any of the places before mentioned; and that the said ferries are to be free on Court days for all persons going to and returning from Court, regimental and battalion musters, and for the officers conveying prisoners to and from the goal of the said County." Overseers of the poor were also to pass free on their meeting days.

On the 16th of November, 1813, the commissioners reported to the court that Holt Wilson was the highest bidder for the ferries across the Elizabeth River and its branches at the price of \$4,900, which was confirmed.

A law was passed January 30, 1817, authorizing the court to lease the ferries for a term of years not exceeding seven. At the auction on November 17, 1817, Willis Wilson was the successful bidder for the ferries at \$5,000.

On the 6th day of December, 1821, a *team-boat* was launched from the shipyard of William Dyson in Portsmouth intended for the ferry between Norfolk and Portsmouth. The "horse-boat" was a ferry-boat propelled by men, large enough to carry over horses and vehicles. A "team-boat" was a commodious ferry-boat propelled by blind horses as wheat-threshers and mud machines were formerly run. On the 16th of July, 1821, William Wilson and Robert B. Butt leased the ferries at an annual rental of \$3,000 for five years from January 1, 1822, agreeing to run a team-boat between Norfolk and Portsmouth, and on the 17th day of September, 1821, they reported to the court that a hurricane had swept away the bridge or landing at Washington (now Berkeley), and also the drawbridges across the Eastern and Southern Branches, in consequence of which a new landing would be required at Washington and a team-boat would be necessary to transport horses and vehicles on account of the destruction of the drawbridges. They offered to rebuild the Washington landing at its actual cost to the county and supply a team-boat if their lease could be extended to seven years, and the

court agreed to their proposition. Upon the petition of the lessees, the court increased the rate of ferriage on the 19th of March, 1827, from five cents to six and a quarter cents; at the expiration of this lease they re-leased them for three years at \$3,000 per year. At the auction held on the 5th day of February, 1831, William Wilson and John Tunis leased the ferries for seven years at an annual rental of \$3,000, agreeing to run a good steamboat for the conveyance of passengers, horses, vehicles and freight between Norfolk and Portsmouth, and this was the advent of steam ferry-boats on the Elizabeth River. The first steamboat was named the "Gosport," then followed the "Portsmouth," the "Union" and the "Norfolk."

An Act of the General Assembly was passed on the second day of April, 1839, permitting the site for the ferry-landing to be changed by the Norfolk County Court from North street, Portsmouth, "to the lower end of any other one street in that town which it may deem proper for the time being to select, and may appropriate so much as may be necessary to the purpose of conveniently carrying on and landing thereat the public ferry." The court was also authorized to change the location of the ferry-landing from Washington Point to any other landing on that side of the Southern Branch, and on the 10th day of December, 1839, an Act was passed allowing the court to lease out or run the ferries by agents with power to borrow \$8,000 for the ferries.

On December 20, 1852, the court reduced the ferriage to three cents for each person.

The next legislation upon the ferries will be found in the Act incorporating the city of Portsmouth (Acts 1857-58, Page 174).—

3rd Section. The ferries which now ply by authority of law between the said City of Portsmouth and the City of Norfolk and Washington Point, known as "Norfolk County Ferries" shall continue to run as authorized by law, and shall be the joint and equal property of said City and County.

They shall be regulated by a committee of six, three of whom shall be appointed by the Court of said

County, and three by the Council of said City, provided that nothing herein contained shall render null and void or vitiate any arrangement heretofore made by which said ferries have been leased or rented out, and the profits of which shall accrue equally to said County and City.

4th Section. It shall be the duty of the agent or lessee of said ferries to pay the proceeds thereof, as required from time to time, to the Treasurer of Norfolk County, who shall receive the same, and be responsible for this disbursement under his official bond, as provided for in this Act.

5th Section. The said Treasurer shall from the time that the incorporating of the City of Portsmouth, hereinbefore referred to, shall take effect (from ratification of said Act by the People of Portsmouth) appropriate and pay annually at least one-third of the net proceeds of said ferries in liquidation of the debt ascertained to be due by said County, up to the period herein specified, one-half of which shall be credited to the City of Portsmouth; and in case a further amount should be required to meet the demand consequent upon the said debt, the Council of said City shall pay over to said County Treasurer one equal proportion with the County Court, or one-half of said further amount, until the entire debt shall be liquidated.

6th Section. The said Treasurer shall also appropriate and pay annually one-third of the proceeds of said ferries, in equal parts and proportions, to the Treasurer of the School Commissioners of Norfolk County and the Treasurer of the School Commissioners of Portsmouth, to be applied as the law now directs; and if from any cause the public schools of the said County shall be discontinued or vacated for more than fifteen months, the amount herein appropriated to said County schools may be otherwise appropriated during such vacancies for County purposes by the County Court, and if from any cause the public schools of said City shall be discontinued or vacated for more than fifteen consecutive months, the amount herein appropriated to said schools in said City shall be subject to the order of said City Council.

7th Section. The remaining one-third of said ferry proceeds shall be paid over as follows: One moiety, or half thereof, to the order of the Court of Norfolk County, and the other moiety or half to the order of the Council of said City.

8th Section. When the County debt hereinbefore referred to, shall have been liquidated, the one-third proceeds of said ferries appropriated by this Act to that purpose shall be paid by said County Treasurer, one-half thereof to the order of the Court of Norfolk County and one-half to the order of the Council of said City.

The 9th section provides for the division of the real estate accumulated during the union of the city and county, and says that "no wharf or other property belonging to the Norfolk County Ferries now established by law, or purchased for its use, shall be sold or otherwise disposed of, without the concurrent con-

sent of the County Court and Council of the said City of Portsmouth."

An Act was approved December 19, 1870, authorizing the committee of the Norfolk County Ferries to borrow a sum of money, not exceeding \$30,000, for the purpose of completing such boats as were then in the course of construction for the use of the ferries and for the repair of boats then in use and building such new boats as might be necessary or expedient to have, and for the repairing and equipping of the wharves, docks and other appurtenances of the ferries. This Act also allowed the joint committee with the consent of the County Court and the Council of the city of Portsmouth to secure the payment of said money by deed of trust on boats, wharves, tolls, etc.

An Act approved March 11, 1873, made it the duty of the joint committee for the regulation of the Norfolk County Ferries to furnish to the County Court of Norfolk County and to the Council of the city of Portsmouth an accurate statement of all moneys borrowed by them, and an itemized statement of their receipts and disbursements for the last year preceding. This Act also made it the duty of the County Court and City Council, if the said annual reports were approved by them, to certify the same to the board of supervisors of the county of Norfolk on or before the 1st day of December of each year.—[Code of 1873, Page 614, Sec. 9.]

"The Court of Norfolk County may lease out the ferries across Elizabeth River and the branches thereof or may cause the same to be kept by an agent appointed by the Court; such lessee or agent shall, if required by the Court, give bond to the county, with one or more sureties, in such sum and with such condition as the Court may prescribe."

An Act was approved February 26, 1876, providing that the Norfolk County Ferries should continue to run as then authorized by law; and should be the joint and equal property of the city of Portsmouth and Norfolk County; that they should be regulated and

managed by a committee of six, three to be appointed by the judge of the County Court and three by the judge of the Hustings Court of Portsmouth. It also directs how the profits shall be disbursed and repeals all Acts and parts of Acts in conflict.—[Acts 1875-76, page 110, Sec. 11.]

It having been ascertained that the joint owners of the ferries could not lease out the same under the laws in force, the legislature on February 7, 1884, passed an Act authorizing the Council of Portsmouth and supervisors of Norfolk County, if deemed to be the best interests of the owners, after advertising for 30 days, to lease them out at public auction, and on February 23, 1898, an Act was passed amending and re-enacting Section 1371 of the Code of Virginia, further providing for regulating the schedule of trips.

The ferry committee on October 15, 1841, reported to the court that the ferries had cleared \$4,138.21 from April 1st to September 1st of that year. George Chambers was elected agent of the ferries October 18, 1852, and resigned July 1, 1854,—Harrison Ferebee was elected in his stead; James Jarvis was elected December 17, 1855; Thomas B. Ballentine, November 17, 1856, and Patrick H. Cooke on February 21, 1861. The Federal government took possession of the ferries on the evacuation of this section by the Confederate troops and held them until April 20, 1866. After the war Joseph H. Porter was the first agent; he was succeeded by Capt. William H. Murdaugh, Capt. Thomas M. Hodges, John L. Porter, Esq., and Capt. William H. Murdaugh. On the 1st of April, 1889, the ferries were leased by F. D. Gill and Cornelius Thomas for 10 years at an annual rental of \$16,250; at the expiration of this period they were again put up at auction and bid off by Harry L. Maynard, T. J. Wool, John L. Watson and A. J. Phillips at \$61,600 annually for a term of 10 years. L. H. Davis was made manager and Capt. A. E. Etheridge treasurer. The startling increase in the value of these ferries indicates the rapid development and growth of

the cities of Norfolk and Portsmouth and the town of Berkley. There are now three steam ferry-boats plying regularly between Norfolk and Portsmouth, Norfolk and Berkley and Portsmouth and Berkley. The rates of ferriage are:

A foot passenger, single ticket 3 cents; two or more tickets each 2½ cents.

Man and horse, single ticket 8 cents; two or more tickets each 7½ cents.

Bicycle and rider, single ticket 5 cents; two or more tickets each 5 cents.

Vehicle with one horse and driver (N. & P.), single ticket 10 cents; two or more tickets each 10 cents.

Vehicle with two horses and driver (N. & P.), single ticket 18 cents; two or more tickets each 17½ cents.

Vehicles with one horse and driver (N. & B., P. & B.), single tickets 8 cents; two or more tickets each 7½ cents.

Vehicles with two horses and driver N. & B., P. & B., single tickets 13 cents; two or more tickets each 12½ cents.

Additional horses five cents each and extra persons in vehicles pay extra fare. Cattle, each, 1 cent; hogs and sheep, each, 2 cents; hand cart or hand carriage, 5 s; wheelbarrow, 5 cents; trunk or box, barrel or hamper basket, 5 cents.

The third steam ferry-boat was appropriately named the "Union," as a link uniting the twin cities by the sea. Capt. William Chiles was for years engineer; two negroes, each with one leg, steered her, and acted as deck hands. One had a right leg and the other a left leg, so they always bought shoes in partners, one pair supplying both men.

HOSPITAL ST. VINCENT DE PAUL.

This magnificent hospital is located on the corner of Wood and Church streets, Norfolk, having spacious grounds of about six acres, filled with an abundance of shade trees; commanding a view of the city, its suburbs and the harbor; is well drained, causing the building to be dry at all seasons of the year. Aside from this the spacious wards, rooms and halls are always cool, both day and night, throughout the entire summer.

St. Vincent's Hospital was established March 3, 1856. The nucleus of the present

establishment was a private residence, the property of Dr. James H. Behan and his sister, Miss Ann P. B. Herron. Miss Behan was the adopted daughter of Walter Herron, who formerly owned the property where the hospital now stands.

The history of this hospital is one of more than local interest. The original structure was a fine specimen of the colonial mansion house. It was erected by Walter Herron, one of those enterprising gentlemen of that school of merchants who laid the foundation of Norfolk's commercial prominence.

The land upon which the hospital stands was formerly the property of a Mr. Plume and was known as "Plumeville." At the death of this gentleman the property was heired by his nephew, Mr. Walter Herron, and at his death by Miss Behan, his adopted daughter. When that dreaded scourge, the yellow fever of 1855, decimated the cities of Norfolk and Portsmouth, when the sick and dying were counted by hundreds, many without shelter and more without attention, Miss Ann P. B. Herron threw open the doors of her stately home to the distressed, and while helping them fell herself a victim to the plague. Her dying charge was that the property should be dedicated to hospital purposes. This charge was, in 1856, carried out by her brother, Dr. James H. Behan. These good people, knowing neither sect nor section, established in that beautiful home a refuge for the sick. Gradually and by dint of self-sacrificing labor they converted it into an imposing structure capable of caring for hundreds. From a capacity to treat about 100 patients annually in its inception, it grew to a capacity for the treatment of 1,473 at the time of its destruction by fire in September, 1899.

The annual report of 1900 shows a total of 1,473 patients treated during the last year, of whom 176 paid absolutely nothing and a very large number of the remainder were received at greatly reduced prices, out of consideration for their limited means. Of this total of 1,473 patients, 513 only were from



ENTRANCE TO THE NORFOLK COUNTY FERRIES AT PORTSMOUTH, VA.



ARMORY AND MARKET BUILDING, PORTSMOUTH, VA.

Virginia, and the remaining 960 represented 61 other States and countries. In addition to the foregoing, 2,490 people were treated gratis in the free dispensary. This great work was accomplished by the industry, zeal and devotion of this order of unselfish charity workers.

The hospital structure, a view of which appears on page 208, was destroyed by fire on September 21, 1899. The people within a few days after the terrible conflagration set to work at once to rebuild the hospital, and the new building is a splendid structure.

The hospital has a training school for nurses which is so well and favorably known that applications for admission are received almost daily and from nearly every State in the Union. The sister superintendent holds classes and quizzes for the pupils and also directs them in the proper discharge of their duties in the different departments of the hospital.

Russian and Turkish baths can be secured in this hospital. The structure contains 170 rooms and 23 wards. The old or "L" building contains two wards. The entire building has accommodations for about 350 people or about double the capacity of the destroyed hospital building.

The staff is in charge of Sister Bernard, who has for her assistants 22 Sisters of Charity, 18 female nurses and six orderlies.

THE PUBLIC BUILDINGS OF NORFOLK,

Both new and old, are a pride to the city. The new buildings present all that is new, advanced and up-to-date, in both design, interior arrangements and appointments, while the old buildings are impressive by reason of the purity and beauty of their classic lines.

The City Court House is of the Roman-Doric style of architecture. The massive columns at its front are suggestive of solidity and the structure is crowned by a handsome dome.

The Federal building, where Uncle Sam has his postal and revenue office and holds his

courts, is of the Corinthian style. The new Federal building, on Plume street, is now nearing completion. It will cost when completed about \$350,000. The Post Office will be removed to this building when it is ready for occupancy.

The Cotton Exchange has a tasteful building with marble front at the cotton headquarters in Atlantic City Ward, well arranged for its uses.

The Norfolk Academy, of pure Doric design, is one of the buildings most admired by visitors to the city. It stands near the center of a large square. This building was designed by Walter, one of the architects of the National Capitol, after the Temple of Theseus, at Athens.

Norfolk has several handsome hotel buildings, the most prominent being the Monticello and the New Atlantic. The Monticello cost about \$500,000, and is superb in all its appointments. The New Atlantic cost \$250,000 and is also a handsome structure. Ford's Hotel (formerly the Gladstone), is next in architectural importance, and the contract is closed for a large addition that will add about 80 rooms.

A fund is being raised for the Norfolk Protestant Hospital. The Market and Armory building is perhaps the largest in the city, and it is well adapted for its uses.

The city is not deficient in modern office and store buildings. The leading business structure in this line is the Citizens' Bank Building. The Columbia Building comes next. There are also other popular office buildings, and tenants are found as soon as good business blocks are completed.

A number of new school-houses, that are thoroughly modern and tasteful in appearance, and many beautiful church structures complete the list of public buildings. Among the latter are the Epworth Methodist Episcopal Church, that cost \$120,000; St. Luke's Protestant Episcopal Church, that cost \$100,000, and the Park Avenue Baptist Church, erected at a cost of \$25,000.

THE PUBLIC BUILDINGS OF PORTSMOUTH

Vary in style of architecture as well as size. The United States Hospital is a massive building, which was erected at a cost of \$600,000. It stands in a commanding position on the river front and is one of the first objects to attract attention as one enters the port.

The new Armory and Market building is a handsome and commodious structure. Other public buildings are the Court House, Clerk's Office, City and County Jail, City Hall and four large public school buildings. The Pythian Hall, Elks' Hall, Kirn Hall, Y. M. C. A. Building, St. Joseph's and St. Paul's Academies are also fine structures. The Seaboard Air Line Union Depot is an ornament to the city.

THE NORFOLK COUNTY COURT HOUSE.

The first court for Lower Norfolk County was held at a private residence on the 15th of May, 1637. It must be remembered at that period and until 1751 the year began on the 25th of March, according to the Jewish computation, consequently May 15th came before January 22d of the same year. They were continued to be held at different residences until an agreement was entered into with the tavern keeper, William Shipp. The court granted him a license to keep an ordinary and agreed to meet regularly at his tavern if he would keep a first-class establishment with accommodations for the people of the county as well as strangers. The records show that the courts met there for a long time. The first Court House was on Lynnhaven River. We have not been able to ascertain when this first Court House was built, but as late as August, 1661, the court met at the house of Thomas Harding. The first county jail was finished on the 20th of May, 1646; until that time the sheriff had to keep the prisoners until they could be sent to the public prison at Williamsburg.

The first Court House in Norfolk County of which we have any record was on Main

street at the head of Market Square, but the date of its construction is unknown. An Act passed in 1752 to explain the charter of the borough of Norfolk provided "That nothing herein contained shall be construed to take away, or alter, the right of the justices of the County of Norfolk in and to one certain lot or parcel of land within the said borough, whereon the Court House and prison now stand." The Court House and prison were destroyed by the British January 1, 1776.

(Hen. Vol. 9, Page 231.) October, 1776, Ordinance for Norfolk County,—“Whereas by the burning of the Borough of Norfolk, the Court House of the County was destroyed, and the place where it stood will be much exposed to the attacks of the enemy in case they should return, which, together with the dispersed state of the inhabitants of the said county, hath prevented the rebuilding of the said Court House, by means whereof the justices of the said County have been hindered from holding courts at the usual place and only one court hath been held for the said county since the Court House was so burned, and that not at the Court House and without a writ of adjournment, whereby doubts have arisen whether the said justices have power to build a temporary Court House at any other place and whether the proceedings of the court last held were valid, therefore enacted that the justices could erect a temporary Court House and in the meantime hold court anywhere, provided due notice was given.”

On June 19, 1777, the court ordered “That the Sheriff make diligent inquiry about the iron grates that belonged to the prison recently burnt and that he get search warrants for the same.”

On the 17th day of July, 1783, the court ordered “That the Clerk remove the records belonging to this County from Abram Wormington's to Wetwood, where they are to remain by consent of said Clerk in his safe-keeping until an office can be built for their reception, the expense thereof to be laid in the next County levy.”

After the destruction of the County Court House two courts were held at different places, as appear from the following orders :

On the 9th day of March, 1785, William Smith was allowed by the court for the use of his room as Court House, per account to this day, 12,000 pounds of tobacco; Patrick McCauly for use of his room as an office for one year commencing this day, 3,200 pounds of tobacco; Paul Loyall for bringing the records from Great Bridge to Norfolk, 300 pounds of tobacco; Katharine Boush for the use of the office at Wetwood from 1784 to this day, 2,400 pounds of tobacco. On December 15, 1785, a letter from the body corporate of "Norfolk Borough" under the signature of the mavor to the court was read, whereupon it was ordered "That Mathew Godfrey, Gent., return an answer thereto expressing the thanks of this Court for the polite offer made to them to use their Town Hall (for holding court)."

On the 16th of February, 1786, it was ordered "That the Commissioners appointed to let out to the lowest bidder the building of a County Court House be directed to desist therefrom until the sense of the next General Assembly shall be known thereon, and that in the meantime the business of the Courts shall be carried on within the Borough of Norfolk as usual."

On the 18th of January, 1787, it was ordered "That George Kelly, Thomas Brown, Robert Boush and Ben Pollard, Gent., or any three of them be commissioners, advertise and let out to the lowest bidder the building of a County Court House of brick agreeable to the plan A. In which plan the said commissioners or any three of them may make any convenient alteration which may appear to them to be necessary and to place the same on any part of the Court House land between the street and gut making into the said land."

On November 22, 1788, it was ordered "That the Clerk remove the records and papers from his house so soon as the Court House is finished and received, to the room set apart for that purpose."

About this time began a heated official controversy about removing the Court House from Norfolk to Washington, now Berkley. At court held on the 17th day of October, 1788, it was ordered "That Daniel Sanford, Thomas Nash, Sr., Samuel Veale, John Kearns, Mathew Godfrey, John Willoughby, James Taylor, Thomas Ritson, William King, Thomas Veale, John Cowper and James Bruce Nichols, Gents., be added to the Commissioners respecting the Court House and that they or a majority of them receive the said house agreeable to contract or take such other steps as may to them appear right; to which Edward Archer and William Newsome, Gents., dissented for the following reasons: First, because the question was yesterday put for adding new Commissioners and the Court was divided; 2d, because the Court of to-day would not allow the same number of Commissioners to be added by Edward Archer, Gent., from E. River Parish that were allowed from the other parishes; 3d, because they are well convinced that the adding of more Commissioners at all will tend to raise schisms and great contentions in the County, and lastly, because the four gentlemen originally appointed, or majority of them, namely, George Kelly, Ben Pollard, Robert Boush and Thomas Brown, are able to attend and fully competent to the determination and the adding new ones reflects very much on them, as the inference is they will not do equal justice."

The commissioners appointed to let out the building of a County Court House of brick, made their report March 19, 1789, in these words, to-wit: "Pursuant to the orders of the Worshipful Court of Norfolk County bearing date on the 18th and 19th days of January, 1787, we, the Commissioners therein named, did proceed to let out the building of a County Court House to the lowest bidder agreeable to the plan given by the Court, which building was undertaken by Lemuel Carter and William Hobday for the sum of £980, and afterward judging that a cupola would be an ornamental addition thereto, did

contract with William Hobday to build the same for the sum of £50, which was approved of and ratified by the Court. We have also, in pursuance of the order of the 19th of January, 1787, drawn on the County Treasurer for such sums as became due to the undertakers as they advanced in the work, a list of which drafts is hereto annexed amounting to £1,042 1s. 3d., being the full sum due to the undertakers for building and completing the same."

The difficulty between the justices in regard to the removal of the Court House from the borough of Norfolk was solved by an Act of the General Assembly, passed on the 19th day of November, 1789, authorizing the removal of the Norfolk County Court without the borough. The Act recited that it "will be greatly for the ease and relief of the inhabitants of the County of Norfolk to remove the Court of said County without the borough of Norfolk," and enacted that "from and after the first day of December next Courts for the said County of Norfolk shall not be holden within the limits of the Borough of Norfolk."

It also provided that the justices should meet at the house of Mrs. Shafer at Powder Point in St. Bride's Parish and fix on a place for holding courts until the necessary building could be erected for a permanent seat; that the court at its first session held at Mrs. Shafer's house should appoint commissioners to sell the lot of ground within the borough of Norfolk "on which the Court House is now erected;" that the commissioners should apportion the money arising from the sale of the said lot between the inhabitants of the county and those of the borough, according to the tithables they respectively had at the time of levying the expense of building the said Court House.

It also provided that the proportion due the borough should be paid to the chamberlain of that corporation and the county's share should be applied toward defraying the expense of erecting the Court House and other public buildings as well as for the purchase of a lot, and the surplus, if any, to be applied under the direction of the court to the establishment of

free schools. The justices were forbidden to assess any tax whatsoever on the inhabitants of the borough of Norfolk.

In Deed Book 32, page 43, in the county clerk's office, is the deed from Edward Archer and others to Robert Taylor in consideration of £1,300 for a certain piece or parcel of land situate, lying and beginning in the borough of Norfolk on the north side of Main street opposite the Market House. This deed is dated the 11th of May, 1790, and recites that the commissioners sold under the Act of the General Assembly, passed November 19, 1789. A lien was reserved for deferred payment which was released by deed of 31st of May, 1792. The commissioners had the lot divided into three parcels and sold at public auction on the 6th day of April, 1792. One of the parcels was purchased by Robert Taylor, another by John Calvert and the other by Baylor Hill. The total amount of the sales was £2,341. This was the land owned by the county for its public buildings in the borough of Norfolk. It had been doubtless reserved when the 50 acres were purchased from Nicholas Wise for the town in 1680.

At a court held on the 20th of August, 1789.—James Mathews, foreman, George W. Burgess, William Wilkins, James Wilkins, James Taylor, Spivy Wyatt, John Moore, William Porter, Richard Baris, George Webb, William Noyall, Thomas Powell, John Warren, Willoughby Creekmur, John Murden, John Randolph, Epaphroditus Butt and Nathaniel Tate, who being sworn a grand jury of inquest for the body of this County, went out and after some time returned and made their presentaments in the following manner: "We the grand jury present such of the Justices of Norfolk County Court who have ran counter to and violated the Constitution sitting as judge and party, at the same time belonging to another jurisdiction and acting legislative, executive and judicial officers, we present those of the Justices who have made the unwarrantable attack upon the rights and privileges of the people by refusing to put the legal and

necessary questions of the administration of said Court when repeatedly called for and demanded, and we present those justices who have been instrumental in retaining the Court belonging to the County within the Borough contrary to the real interest and repeated cries and complaints of the people."

17th December, 1789. Court, 13 justices present.—"The Court, in pursuance of the Act of Assembly for removal of the Court House of Norfolk County, etc., do fix on the place called and known by the name of Washington, there being a majority of votes for that place, for the erecting of the necessary public buildings at such place for the holding of courts of said County, and that until such buildings be erected the Courts to be held at the brick house of the estate of Charles Smallwood at Ferry Point.

"Ordered that Willis Wilson, John Kearnes, William Newsum, Edward Archer, James Webb, Robert Butt and John Hodges, or any five of them, after being first sworn faithfully and impartially to perform the duties required of them by the Act for removal of Norfolk County Court, &c., sell the lot of ground within the Borough of Norfolk on which the Court House is now erected, on such terms as they in their judgment shall think best and convey the same to the purchaser in fee or make report to the Court.

"Ordered that Thomas Nash, Thomas Newton, Charles Odean, John Hudson and Samuel Veale or any three purchase a lot in the place called and known by the name of Washington to erect public buildings for holding courts for said County and they or a majority of them propose plans of such buildings and lay them before next court.

"Ordered that the clerk remove the record and papers from the present Court House to such a house as Edward Archer, Thomas Newton and William Newton or any two may think proper and that they or a majority of them examine the records, &c., previous thereto and report to next court."

May 16, 1791.—"Ordered that the Court

be adjourned till the 3rd Monday in June next then to meet in the upstairs room of the red House at Ferry Point belonging to Edward Allmand." July 16, 1792.—"Ordered that Commissioners appointed to sell Court House in Norfolk make report at next court of account of sales." July 16, 1792.—"That commissioners appointed to receive the Court House built by James S. Mathews this day made report and same was recorded."

September 18, 1789.—"Ordered that the Clerk furnish the representatives with the following copies from the records and the said representatives are hereby instructed to lay them before the next session of assembly and to urge their endeavors to obtain remedy to and redress of the same, viz: the motion for an additional number to superintend the building of the Court House with the protest against the same. The judge or presiding member of the court who refused to put the question for adjourning the court to Ferry Point when called for by a majority of the court. The same respecting the recommending justices, the presentment of the grand jury vs. the justices for malpractices. Officers of the corporation sitting as judges in the County Court and the opinion of the court respecting their summoning jurymen within the Borough of Norfolk."

At court held January 21, 1790.—"The commissioners appointed to purchase a lot of land in the place called and known by the name of Washington, to erect public buildings for holding of courts for said County, and to prepare plans for such buildings and lay them before the next court, made their report in these words to-wit: 'In obedience to an order of Court dated the 17th day of December, 1789, we the subscribers met at the place called Washington to fix on a lot for building a Court House and prison and having viewed the different lots fixed on No. 9 belonging to Edmund Allmand and purchased the same for the sum of £25, the said lot is sufficiently large for all necessary buildings. We have also caused a plan of a court house and pris-

on to be drawn which is hereto annexed; in drawing the plans, particularly for the prison, we considered that the situation of it would require one so large that a goaler might inhabit therein for the comfortable accommodation of the unfortunate Debtor & the safe keeping of criminals; we beg leave to refer the Court to the plans hereto annexed for further information. Thomas Nash, Sr., Thomas Newton, Jr., Samuel Veale." It is thereupon ordered that the said report be recorded and that the plan of a Court House with the dimensions of a prison be received."

At court on January 21, 1790, it was ordered "That Thomas Nash, Thomas Newton, Charles Odean, John Hudson, Samuel Veale, Thomas Bressie and William Boushell or a majority of them, advertise and let out to the lowest bidder the building of a county prison of brick of such dimensions as are mentioned in the note at the bottom of the report this day returned to Court, to be paid for in such manner as the said Commissioners or a majority of them may agree and make report to the Court."

At court May 17, 1790,—“Ordered that Thomas Nash, Thomas Newton, Charles Odean, Samuel Veale, Thomas Bressie, and William Boushell or a majority of them advertise and let out to the lowest Bidder, the Building of a County Court House of Brick of such dimensions as are mentioned in the plan received by the Court at January last.”

The Court House was built under these orders and the courts were held in it until 1803. The old building is still in existence and used by the Berkley Knitting Mills.

“It being represented that the location of the Court House and jail in the town of Washington was inconvenient and the inhabitants of Portsmouth being willing to erect necessary public buildings at their own expense on receiving the lot with Court House and prison in the town of Washington, to be sold to reimburse them for the expense of the new buildings,” on the 20th of January, 1801, the legislature authorized the removal of the court

as soon as a Court House and prison of like form and dimensions and strength with those in the town of Washington, should be erected on the ground set apart for that purpose in the town of Portsmouth by voluntary contributions,—now the site of Hotel Monroe and the Commercial Building, at the northeast corner of High and Court streets.

On the 19th day of April, 1803, William King, Richard Blow, Samuel Brown and James S. Mathews on the bench, the court received the report of Ralph Pigot, William Wilson, Jr., and William Pritchard, who had been appointed to examine the materials and workmanship of the Court House and jail in the town of Portsmouth, which report stated they had found them agreeable to statements of commissioners and in conformity with the Act of the General Assembly passed on the 20th day of January, 1801, for the removal of the Court House and jail from the town of Washington to the town of Portsmouth.

On the 16th day of May, 1803,—“It appearing to the Court that a new Court House and Jail in the town of Portsmouth of like form and dimensions and strength with those in the town of Washington hath been erected on the ground set apart for that purpose in the said town of Portsmouth. It is ordered that the Court be henceforth held in the said Court House in the town of Portsmouth to which place the Court doth now unanimously adjourn.”

November 22, 1842, the justices were ordered to be summoned for the next court to consider building a new Court House, and at the next court, Decemebre 17, it was “Resolved, That Dr. Arthur R. Smith, William Etheridge and John A. Chandler be a committee on the part of Norfolk County to act with a committee from Portsmouth to memorialize the legislature to authorize the building of a new Court House on the lot at the northwest intersection of High and Court streets, to sell the present Court House and lot and apply the proceeds to the new Court House.” This order was amended on the 23d

of December, 1842, so that should Portsmouth become fully incorporated it should have power to hold a Hustings Court and that the Court House should be used by the said town to hold its Corporation Court therein equally with the County Court. James G. Hatton, John A. Chandler, Richard Baugh, Samuel Watts and William Etheridge were appointed a committee to petition the legislature, then in session, to authorize the court to remove the seat of justice to the lot then occupied by the clerk's office. This change was authorized by an Act of the General Assembly, passed on the 14th of December, 1844, which permitted the County Court, by arrangements with the trustees of the town of Portsmouth, to rebuild the old Court House or build a new one on the lot occupied by the clerk's office or some other locality. On the 17th of March, 1845, Dr. A. R. Smith, Leaven Gayle, Richard Baugh, John G. Hutton and George T. Wallace were appointed a committee to have a Court House built on the clerk's office lot, also a jail on said or any other lot.

So the present Norfolk County Court House was built, located at the northwest corner of High and Court streets in the city of Portsmouth and is owned and occupied jointly with that city. The court was removed to this Court House on Monday, the 20th day of July, 1846. Samuel Watts, James E. Wilson, Edward P. Cowper and Frederick Wilson were on the bench and ordered that

"Whereas, at the last term of this court an order was made requiring that all the justices should be duly summoned to appear here

this day to take into consideration the propriety of making an order for the immediate removal and sitting of this court to and in the new Court House lately erected by virtue of an Act of the General Assembly of Virginia and that a copy thereof was set up at the Court House door and also at the Clerk's office door and it appearing to the court that said order has been duly executed according to law. It is ordered that this court will now proceed to remove its sessions forthwith to the new Court House on the lot known as the clerk's office lot in the town of Portsmouth and that all future sessions of this court be hereafter held therein," and the court thereupon proceeded to the new Court House. And so court has been held at this Court House ever since.

After the Confederate War, the whole interior of the court room was changed and divided into two rooms, one for the Court of Hustings of the city of Portsmouth, on the west side, and the other for the courts of Norfolk County on the east side. The steps and entrance on the Court street side were changed to High street, the cupola removed and the general aspect was much altered. The county purchased another lot on the west side of its clerk's office, on which it enlarged the clerk's office and equipped it with every convenience. The jail, which was built at the same time with the Court House, at the southeast corner of High and Washington streets, was recently torn down, and a new one for both corporations erected at the northwest corner of County and Water streets.

CHAPTER XVI

THE BENCH AND BAR

EARLY ATTORNEYS—SUPERIOR COURT OF PORTSMOUTH—NORFOLK CITY COURTS—NORFOLK COUNTY COURT—RATES FOR TAVERN KEEPERS—JUSTICES OF THE PEACE FROM 1637—SHERIFFS OF THE COUNTY—CLERKS OF THE NORFOLK COUNTY COURT—MINISTERS LICENSED TO PERFORM THE RITE OF MATRIMONY—THE COURTS OF NORFOLK—THE COURTS OF PORTSMOUTH.

EARLY ATTORNEYS.

The bench and bar of Norfolk County have always been a credit to the profession of law. In the colonial period James Nimmo, William Young, Walter Lyons, Thomas Clayborne, Thomas Nivison, Benjamin Crooker, Thomas Bourke, John Brickel, Miles Carey, Anthony Lawson and Thomas Emmer-son were among the practicing attorneys at the bar. William Robertson was the first attorney for the Commonwealth after the Declaration of Independence, having qualified on the 19th day of December, 1776. Some of the distinguished members of the bar under the Commonwealth were: William Wirt, Littleton Waller Tazewell, John S. Millsou, John Murdaugh, John A. Chandler, Richard Gatewood, James Murdaugh, Tazewell Taylor, J. H. Langhorne, James G. Holliday, James W. Hinton, L. H. Chandler, John Neely, John H. Gayle, Charles B. Duffield, James Holt, Richard Walke.

SUPERIOR COURT OF PORTSMOUTH.

At the Superior Court of law held at the Court House in Portsmouth on the 22nd day

of May, 1809, Hon. William Nelson, one of the judges of the general court, presided.

On the 23d day of October, 1809, Hon. James Semple, judge, presided.

On the 25th day of January, 1817, Hon. Griffin Stith, judge, presided.

On the 15th day of June, 1831, Hon. Robert B. Taylor, judge of the Circuit Court, presided.

On the 1st day of November, 1831, Hon. William Browne, judge, presided, having exchanged circuits with Judge Taylor.

On June 1st, 1832, Hon. Abel P. Upsher, judge, presided, having exchanged circuits with Judge Taylor.

On the 14th of April, 1833, Judge Robert B. Taylor died; and Gov. L. W. Tazewell appointed Richard H. Baker of the county of Nausemond to fill the vacancy. Judge Baker went upon the bench on the 2nd of June, 1834, and continued as circuit judge until about a year before his death, which occurred on November 29, 1871, except when supplanted by United States military orders because of his refusal to take the iron-clad oath.

On March 1, 1864, Hon. Edward K. Snead, military appointee, presided.

On March 1, 1866, Hon. Richard H. Baker resumed his seat as judge, having been re-appointed by the Governor.

On February 15, 1869, Hon. Edwin P. Pitts was appointed judge in place of Judge Baker, removed by the military edict of Maj.-Gen. George Stoneman, U. S. Army.

On the 15th day of March, 1871, Hon. George Blow, judge, presided in the circuit of Portsmouth.

On March 5, 1887, Hon. Chandler W. Hill, judge, presided.

On the 4th day of March, 1895, Hon. Robert R. Prentis, judge, presided, and continues in office.

NORFOLK CITY COURTS.

An Act passed March 2, 1819, provided that, "All courts held in Norfolk Borough for the trial of civil causes, may be composed of the mayor, recorder and one alderman, the mayor and two aldermen, the recorder and two aldermen, or any three aldermen."

Acts 1850-51, page 31, provided that, "Hereafter the Corporation Court of Norfolk shall be held by the justices of said corporation or any three or more of them, except where it is otherwise expressly provided."

This Act was amended January 20, 1866: "And also by a magistrate, who shall be called the Judge of the Court of the Corporation of the City of Norfolk." * * * "The said Judge shall be elected by the Select and Common Councils of the said city, in joint meeting assembled, and shall hold his office for the term of eight years." The only judge of the Corporation Court of Norfolk City, elected by the Councils of the city, was Thomas C. Tabb, elected May 1, 1866, for eight years,—resigned June 4, 1868, as of date May 1, 1868, resignation accepted; at a subsequent meeting, a resolution was adopted calling for a joint session for the purpose of electing his successor, but it was never held. He was succeeded by O. M. Dorman, an appointee of Major-General Cauby; he was made a

member of the Supreme Court in 1869 and was succeeded by B. B. Foster, military appointee. This judge, B. B. Foster, was also judge of the Court of Hustings for Portsmouth and register of deeds, holding the three offices at one and the same time by military edict. The new Constitution provided for each city or town in the State, containing a population of 5,000, "There shall be elected on the joint ballot of the two houses of the General Assembly one city judge who shall hold a Corporation or Hustings Court of said city."

Hon. William H. Burroughs was the first judge elected under this Constitution and served until the January term, 1877. He was succeeded by Judge George P. Scarburg, who served until 1880, when he was succeeded by Judge David J. Godwin, who served until 1883. Judge D. Tucker Brooke succeeded him and served until 1894, when the present incumbent, Judge Allen R. Hanckel, was elected.

NORFOLK COUNTY COURT.

The presiding officers of the County Courts were first termed commissioners of the peace, afterward changed to justices of the peace, who held regular terms of court at designated points, sometimes private residences, at other times at houses for public entertainment until the first Court House was built. The instructions to Sir Thomas Wyatt, Governor of Virginia, July 24, 1621, required the Governor and Council to appoint proper times for the administration of justice, and the Grand Assembly of March 5, 1623-24, directed that courts should be held once every month in Charles City and Elizabeth City for deciding suits and controversies not exceeding in value 100 pounds of tobacco and for punishing petty offenses. The General Assembly, in June, 1642, enacted that there should be held Monthly Courts with the power to determine debts and differences under the sum of 1,000 pounds of tobacco and the beginning of the

term for Lower Norfolk County was fixed for the 15th day of each month. The Grand Assembly of March, 1642-43, changed the name from "Monthly Courts" to "County Courts," reduced the terms to six yearly and styled the officers "Commissioners of the County Courts," and ever since we have had the Norfolk County Court. The terms were afterward changed back to monthly and the jurisdiction has been changed from time to time.

The first court ever held in Lower Norfolk County of which we have any record was held on the 15th day of May, 1637, and the last court held for Norfolk County by justices of the peace was at the Court House in Portsmouth on Saturday, the 23rd day of April, 1870. The commissioners presiding at the first court were Capt. Adam Thorogood, Francis Mason, Capt. John Sibsey, afterward sheriff, Edward Windham, William Julian and Robert Carne. The justices presiding at the last court were F. W. Lemosy, W. B. Harris, W. J. Bishop and John W. McCloud, all reconstruction justices. During the long period in which magistrates were appointed, they were always selected for their intelligence, probity and high standing in the community and were generally leading citizens.

On the 16th of July, 1642, the first jury trial in a civil case took place. The panel was composed of Bartholomew Hoskins, Edward Hall, Thomas Cheely, Thomas Keeling, John Holbeck, Francis Land, Christopher Burroughs, Thomas Cannon, Simon Hancock, William Davis and Mathew Phillips. The case arose under the fence law. John Gookin's hogs got into Richard Foster's corn field and Foster sued for damages. The 12 good and true men rendered their verdict: "We therefore, the jury, having fully examined the evidence given on both sides, find no cause whereof any damages should be allowed for the plaintiff's corn which was destroyed, the defendant having sufficiently proved that he hath kept a sufficient hog-keeper and sufficient hogpen according to the Act in that case made and provided, and that the plaintiff had not

fenced his plantation according to the Acts in that case made and provided, wherefore we give our verdict that the plaintiff shall pay all charges of the lower court and so the suit be fully determined."

A court of Lower Norfolk County composed of four justices clandestinely held gave judgment for George Abbott against Col. Edward Scarborough for 7,900 pounds of tobacco, casks and costs. It was reversed by the Grand Assembly in March, 1661-62 (Hen. Vol. 2, Page 158), and the justices of the court were compelled to pay Colonel Scarborough the full amount which they had awarded against him with all costs. What a wholesome lesson for unjust judges!

At the court held for Norfolk County on the 21st day of December, 1753, for laying the county levy, Justices Col. William Craford, Capt. William Ivy, Capt. John Hutchings, Capt. George Veale, Capt. Josiah Smith, William Bradly and William Portlock presided and ordered that Joshua Corprew, sheriff, collect from each tithable person 22½ pounds of tobacco and pay the creditors of the county, whose claims amounted to 56,992 pounds of tobacco. There were 2,533 tithable persons in the county. Samuel Boush was the clerk of the court at this date and his salary was 1,200 pounds of tobacco. The sheriff's salary was 1,200 pounds and the King's attorney 1,000 pounds of tobacco. Among the items of expense at a subsequent term were 100 pounds of tobacco to be paid Richard Smith for one old wolf's head.

In 1686, 3,000 pounds of tobacco were paid out of the county levy by the sheriff as rewards for wolves' heads.

On the 21st of May, 1761, the court assigned justices to take list of tithables as follows: Lemuel Willoughby to take the list for the borough of Norfolk on the east side of Church street beginning at his lane to the extent of the bounds of the borough. Mathew Godfrey, on the south side of Tanner's Creek as far as Willis Cares, on the north side of the creek to the extent of the bounds of the

county. Max. Calvert in the borough of Norfolk on the west side of Church street beginning on line west side of Willoughby's lane, to the extent of the bounds of the borough. James Webb from Ferry Point to Great Bridge. Joshua Corprew from Great Bridge to Edmund's Bridge and New Mill Creek. Richard Tucker, Jr., from Edmund's Bridge to the upper inhabitants, including both roads. Thomas Veale in Portsmouth and from thence to New Mill Creek. John Tucker from Portsmouth to the Western Branch, including both sides thereof.

The court held on December 30, 1761, allowed William Young, King's attorney, Wilson Newton, high sheriff, and Samuel Boush, clerk of the court, their yearly salary, 1,200 pounds of tobacco each. The total county expenses amounted to 54,994 pounds of tobacco and each tithable person was taxed 16½ pounds to be collected by the sheriff and paid over to the creditors.

The court held November 10, 1769, "Ordered for the future that it is to be an instruction that they will not be allowed for committing runaways, other than those that belong to persons out of this county or those that cannot tell their master's name."

On Monday, August 15, 1796, Robert Brough furnished the court with a seal for Norfolk County, agreeable to an order of the last court, together with an account of the expense thereof amounting to \$50. It was ordered that he be authorized to draw on Willis Wilson for the same.

On January 19, 1749, the court ordered "That the Sheriff for the future do keep all persons without the Bar, except the contending parties, the attorneys or such other persons as the Court shall think proper to ask in."

Before the Revolution the justice of the peace on assuming the duties of his office took and subscribed the following oaths:

I do swear that I do from my heart abhor, detest and abjure as impious and heretical that damnable doctrine and position that Princes excommunicated or deprived by the Pope or any authority of the see of Rome

may be deposed or murdered by their subjects or any other whatsoever, and I do declare that no foreign Prince, person, Prelate, state or potentate hath or ought to have any jurisdiction, power, superiority, pre-eminence or authority, ecclesiastical or spiritual in this realm.

I do declare that I do believe that there is not any transubstantiation in the sacraments of the Lord's Supper or in the elements of bread and wine at or after the consecration thereof by any person whatsoever.

At the court held on the 20th day of February, 1752, a writ of adjournment was received from Governor Dinwiddie permitting the court to adjourn from the Court House in the borough of Norfolk to the house of Thomas Veale on account of the smallpox; but on August 20th the court adjourned back to the Court House.

On December 20, 1820, Stephen Lynch contracted with the county to build a road from Ballahac to the Dismal Swamp Canal for \$500.

Notes of Thomas Jefferson written in 1781: "The State is divided into counties. In every community are appointed magistrates called Justices of the Peace, usually from eight to 30 or 40 in number, in proportion to the size of the county, of the most discreet and honest inhabitants. They are nominated by their fellows, but commissioned by the Governor, and act without reward. These magistrates have jurisdiction, both criminal and civil. If the question before them be a question of law only, they decide on it themselves; but if it be of fact, or of fact and law combined, it must be referred to a jury. In the latter case, of a combination of law and fact, it is usual for the jurors to decide the fact and refer the law arising on it to the decision of the judges. But this division of the subject lies with their discretion only. And if the question relate to any point of public liberty, or if it be one of those in which the judges may be suspected of bias, the jury undertake to decide both law and fact. If they be mistaken, a decision against right, which is casual only, is less dangerous to the State, and less afflictive to the loser, than one which makes part of a regular and

uniform system. In truth, it is better to toss up cross and pile in a cause, than to refer it to a judge whose mind is warped by any motive whatever, in that particular case. But the common sense of 12 honest men gives a better chance of just decision, than the hazard of cross and pile. These judges execute their process by the sheriff or coroner of the county, or by constables of their own appointment. If any free person commit an offense against the Commonwealth, if it be below the degree of felony he is bound by a justice to appear before their court, to answer it on indictment or information. If it amount to felony, he is committed to jail, a court of three justices is called; if they on examination think him guilty, they send him to the jail of the General Court, before which court he is tried first by a grand jury of 24, of whom 13 must concur in opinion; if they find him guilty, he is tried by a jury of 12 men of the county where the offense was committed, and by their verdict, which must be unanimous, he is acquitted or condemned without appeal. If the criminal be a slave the trial by the County Court is final." * * * "In civil matters if the matters of dispute be of less value than four and one-sixth dollars, a single member may try it at any time and place within his county." * * * "If it be of that or greater value, it is determinable before the County Court, which consists of four at the least of those justices, and assembles at the Court House of the county on a certain day in every month." * * * "Appeal, if matter be of £10 sterling or concerns title to land, to Superior Court."

At a court held on the 8th day of July, 1793.—"Information having been received from the Mayor and Aldermen of the Borough of Norfolk that a number of French families have arrived within Cape Henry (in a fleet from Hispaniola) in great distress and solicitation being made to them by an officer of the French Republic for relief to them distressed people and they requesting the assistance of this court for that purpose, it is unanimously

agreed that they may land and be accommodated in the Marine Hospital."

In Will Book No. 2 in the County Court there are a number of blank pages and this inscription: "These pages were left blank for some wills which were proved in 1775 to be recorded in that year, but the glorious struggle with Great Britain for our liberty and property prevented their being recorded until after Mr. Hurt, the late deputy clerk, began to record the wills following, who left those blank pages for that purpose."

The Constitution of 1851 provided "That the Justices shall receive for their services in Court a per diem compensation to be ascertained by law and paid out of the County Treasury: and shall not receive any fee or emolument for other judicial service." It was afterward fixed at \$3 per day while they were on the bench.

At a court for Norfolk County, held November 19, 1770, it was ordered that the rates for liquors sold by tavern-keepers should be:

For every quart of Punch made with best double refined Loaf Sugar, 2 shillings.
 Quart of Toddy, 1 shilling 6 pence.
 Quart of Grog, 1 shilling 3 pence.
 Punch made with Muscovado Sugar, per quart, 8 pence.

On September 20, 1813, the court fixed rates for tavern-keepers:

Punch per quart, 37½ cents.
 Toddy per quart (rum), 31¼ cents.
 Toddy per quart (apple brandy), 19 cents.
 Madeira wine, per quart, \$1.25.
 Port wine, per quart, \$1.25.
 Other wine, per quart, \$1.12½.
 Breakfast, 37½ cents.
 Dinner, 50 cents.
 Supper, 37½ cents.
 Bed, per night 25 cents.
 Corn, per gallon, 25 cents.
 Oats, per gallon, 12½ cents.
 Fodder, per bunch, 6¼ cents.
 Stablage, per day, 12½ cents.
 Stablage, per night, 12½ cents.
 Pasturage, per day, 12½ cents.

The old tavern, the well-sweep and bucket, the stage coaches and the old worm fence are

things of the past; a few of the old Dutch-roof houses remain as mementoes of the days that are gone, but the wheelwright shop still stands and the anvil of the blacksmith still rings at the cross-roads.

On the 17th of June, 1861, the court appropriated \$10,000 for the Confederate soldiers of the county, allowing \$12 each.

On Thursday, 24th day of April, 1862, the court adjourned, L. H. Kingman presiding, after which came the interregnum,—military despotism,—and it did not reassemble until the 20th day of September, 1865, and in 1869 it was dissolved by military edict and all justices and officers were appointed by the military commander of District No. 1.

JUSTICES OF THE PEACE.

The following lists embrace most of the names of the justices of the peace, between the first and last courts, covering 233 years. The first period, in colonial times, to the division of the county; the second period covers the colonial period of Norfolk County to 1775; the third period embraces the Revolutionary War; the fourth period to 1800; the fifth period to the evacuation by the Confederates in 1862; and the sixth period the interregnum and post bellum or reconstruction:

FIRST PERIOD (COLONIAL).

Capt. Thomas Willoughby	1637
Henry Sewell	
John Gookin	1642
Henry Woodhouse	
Henry Cutching	
Capt. William Clayborne	1643
Lt.-Col. Thomas Lambert	
Mathew Phillips	
Edward Lloyd	1645
Thomas Mears	
Edward Selby	1649
Thomas Marsh	
Richard Owens	
George Kemp	
John Norwood	
Maj. Lemuel Mason	1650
Capt. Francis Emperor	
Edward Bowman	
John Marten	

Col. Francis Yardley	1651
John Hill	
Thomas Browne	
Richard Conquest	
William Moseley	
Thomas Goodrich	1654
Thomas Bridge	
Col. John Sidney	1655
John Porter, Sr.	
John Jorter, Jr.	
Thomas Bridge	
Thomas Daines	1657
Robert Powis	
William Daines	
Capt. Richard Foster	1658
Thomas Keeling	
Capt. William Robinson	1675
Maj. Francis Sayer	
Malachi Thurston	
George Foulter	
Anthony Lawson	
Adam Keeling	1678
Henry Spratt	
Capt. William Robinson	1686
Capt. George Newton	
Thomas Butt	
William Cornix	
Thomas Cock	1687
William Burroughs	
William Craford	
Capt. John Hatton	
Patrick White	
Capt. Thomas Hodges	1689

SECOND PERIOD (COLONIAL), AFTER SEPARATION FROM PRINCESS ANNE.

James Wilson	1691
John Maholy	
Richard Church	
Edward Moseley	
Thomas Walke	1693
Maj. John Nichols	1694
Thomas Scott	1695
Capt. William Langley, M. D.	1703
Capt. Meekon Squiby	
Samuel Boush	
Mathew Godfrey	
John Holstead	1708
Jonas Holyday	1708
Mathew Spivy	1708
James Wilson, Jr.	1710
William Craford	1734
John Hutchings	
Samuel Smith	
Thomas Wright	
Nathaniel Tatem	
Capt. Willis Wilson	
Col. Samuel Boush	1735
Maj. Samuel Boush	
Capt. Joseph Smith	1742
Charles Sweny	1746
William Portlock	
James Ivy	
John Tucker	

Robert Todd	1748	FOURTH PERIOD,—AFTER THE REVOLUTION TO 1800.	
William Nash		William Happer	1785
George Veale		William Newsome	1788
Markum Herbert		Edward Archer	
Joseph Stewart		John Nash	
Joshua Corprew		Josiah Butt	1789
Wilson Newton	1749	Robert Boush	
Josiah Smith		James Grimes	
Durham Hall		William Wilson, Jr.	
Dr. Archibald Catap'ell		Robert Butt	
Christopher Perkins		Solomon B. Talbot	
William Bradley	1753	Daniel Sanford	
Col. Robert Tucker	1754	William Hall	
Capt. John Willoughby	1755	John Hendren	
James Webb	1757	John Hudson	1790
Robert Tucker, Jr.	1761	William King	1791
William Atkinson		Richard Powell	
Lemuel Willoughby		Willis Wilson	
Joseph Hutchings		John Kearns	
Max. Calvert		Wilson Butt	1793
John Portlock	1768	Robert Brough	
Samuel Happer		William White	
John Taylor		Samuel Davis	
Malachi Wilson		David Silvester	
Goodrich Boush	1767	John Shields	
Mathew Phripp		James Holt	
David Porter		Kader Talbot	
Thomas Newton, Jr.		Thomas Brent	
Solomon Hodges	1774	Powell Reins	1794
		James Harper	
THIRD OR REVOLUTIONARY PERIOD.		James White	
Mathew Godfrey		James Young	
James Webb	1775	Richard Silvester	1796
George Veale		Samuel Smith	1799
John Portlock		Jordan Merchant	
Cornelius Calvert		James Brown	
Bassett Moseley		James G. Martin	
Robert Taylor		James S. Mathews	
John Brickel		Thomas W. Happer	
John Wilson		Jesse Nicholson	
Arthur Boush	1776		
Goodrich Boush		FIFTH PERIOD,—TO CONFEDERATE EVACUATION, IN 1862.	
William Smith		Wright Brown	1800
James Wilson		John Crowell	
James Tatem		Mathew Callis	
James Archdeacon		John Wilson, Jr.	
John Hutchings	1777	Richard Blow	1801
Thomas Veale		Stephen Wright	1803
Malachi Wilson, Jr.		Wright Bowers	1804
Thomas Newton, Jr.		Thomas Lee	
Paul Loyall		John Armstrong	1805
Humphrey Roberts		James Callis	
Thomas Nash, Jr.		A. C. Jordan	
James Nicholson		Gresham Nimmo	
William Booker		Joseph Seguire	
David Sanford		James Williams	
Charles Conner		Thomas Talbot	
John Willoughby		Robert Thompson	1807
Samuel Veale		Arthur Emmerson	
Charles S. Boush	1782	John Butt, Jr.	1813
James Taylor		Willis Wilkins	
George Kelly			

Tapley Webb	1814	Thomas R. Ballentine	1852
Beverly Bayton		Robert Dickson	
Mathew Manning		William H. Haynes	
Mordecai Cooke		Iverson N. Hall	
Bernard Magining	1815	Nathan B. Webster	
Jesse Newcombe		James C. Williams	
James Robins	1816	John B. McCloud	
David Fentress		George W. Grice	
Bassett Butt		James G. Hodges	
John Johnston		Charles L. Cocke	
Nehemiah Foreman		George F. Outten	
John Thompson	1818	C. C. Robinson	
Arthur Butt	1819	John B. Haynes	
Nathaniel G. Tatem		Dennis Simmons	
John Powell		John Foreman	
Amzi W. Wilson		James Flemming	
James Davis		Archibald T. Foster	
Cornelius Nash	1823	George T. Old	
Samuel W. Happer		Thomas N. Mercer	
William Cocke		Martin J. Ballentine	1853
W. B. Manning		William P. Ives	
John Biddle		John K. Cooke	
Samuel Bartee		Enoch L. Herbert	
John P. Leigh		Amzi W. C. Wilson	
Holt Wilson	1824	Lysander H. Kingman	1856
James Warden		James F. Carr	
Josiah Wilson	1827	Dr. Virginius B. Bilisoly	
John Nash		William H. Etheridge	
Samuel Wiles		Alexander C. W. Young	
John Hodges	1830	Thomas B. Hanbury	
William Wright	1831	Maurice L. Tabb	
Wilson B. Scott	1833	Robert H. Miller	
Samuel Watts		Richard P. Beaton	
C. N. Nimmo	1834	Girard Henderson	
Dr. Arthur R. Smith		William W. Davis	
William N. Ivy		D. T. Driyer	
Agessilaus Foreman		Edward Kearns	
John G. Hatton	1836	William P. Jones	
Richard G. Bayton		John S. White	
Leaven Gayle		Tapley Portlock	
Richard W. Silvester		Griffin S. Jennings	1857
Richard W. Baugh		James G. Ball	
James E. Wilson		Joseph Williams	
John P. Young		John D. Berryman	
William Denby		Logan Hurst	
William Collins		Thomas N. Mercer	
Ezekiel Powell		John T. Pumpfrey	
William Etheridge		James L. Northern	
Overton Bernard		Beverly A. Armistead	
Isaiah Cherry		Josiah Joliff	
Samuel Browne, Jr.	1837	William M. Gibson	
Sampson Crocker	1841	Jerome M. Creekmur	
George T. Wallace		James C. Choate	
John S. Wise	1842		
Stephen B. Tatem		SIXTH PERIOD,—INTERREGNUM, POST PELLUM, RECON-	
Isaiah Cherry Jr.	1843	STRUCTION.	
Thomas B. Butt			
John P. Biddle		W. H. C. Lovitt	1866
Maurice B. Langhorne	1844	John F. Stewart	
Samuel Etheridge	1846	Lewis H. Hall	
William G. Webb		George H. Dashiel	
Edward P. Cowper		William Old	
Frederick Wilson		James G. Martin	

George T. Old
 George A. Wilson
 Peter S. Hancock
 John M. Drewry
 Joseph Williams
 W. D. Pritchard
 Frank Ferebee
 Nathaniel Bidgood
 James Newby
 Stephen B. Tatem
 F. W. Pickering military appointment 1869
 George Cromwell military appointment 1869
 Alexander Foreman military appointment 1869
 John A. McCloud military appointment 1869
 W. B. Harris military appointment 1869
 W. J. Bishop military appointment 1869
 Mason Woodward military appointment 1869
 Caleb Hodges military appointment 1869
 Timothy Cherry military appointment 1869
 Samuel Craigen military appointment 1869
 E. H. Williams military appointment 1869

The legislature abolished the bench magistrates and Hon. Legh R. Watts qualified as the first judge of the County Court on Monday, the 16th day of May, 1870. Then Judge Edward Spalding, Judge George D. Parker and Judge William N. Portlock followed, the last named being the present judge of the Norfolk County Court.

SOME OF THE SHERIFFS.

In 1634 "And as in England, Sheriffs shall be elected to have the same power as there." [Hen. Vol. 1, page 224.]

Capt. John Sibsey was sheriff of Norfolk County in 1645.

Richard Conquest was sheriff of Norfolk County in 1649.

Samuel Smith was sheriff of Norfolk County in 1740.

William Portlock was sheriff of Norfolk County in 1741.

Robert Tucker was sheriff of Norfolk County in 1755.

Charles Sweny was sheriff of Norfolk County in 1757.

Thomas Veale was sheriff of Norfolk County in 1776.

Thomas Veale was the first sheriff under the Commonwealth; and Samuel Portlock, James Murden, Mathew Mound, Joseph Langley and Mathias Miller qualified as his deputies on the 16th of August, 1776. David

Porter, second sheriff under the Commonwealth, qualified in 1777.

William Booker was sheriff of Norfolk County in 1785.

James Williams was sheriff of Norfolk County in 1812.

Arthur Butt was sheriff of Norfolk County in 1819. Mordecai Cooke was sheriff of Norfolk County in 1832.

Holt Wilson was sheriff of Norfolk County in 1835.

John M. Drewry was sheriff of Norfolk County in 1854.

Samuel Etheridge was sheriff of Norfolk County in 1868.

John Lesner was sheriff of Norfolk County in 1878.

A. C. Cromwell was sheriff of Norfolk County in 1900.

CLERKS OF THE NORFOLK COUNTY COURT.

1.—Samuel Boush, from 1742 to 1774, 32 years.

2.—John Boush, from 1774 to 1792, 18 years.

3.—William Wilson, Jr., from 1792 to 1831, 39 years.

4.—William H. Wilson, from 1831 to 1839, 8 years.

5.—Arthur Emmerson, from 1839 to 1859, 20 years.

6.—LeRoy G. Edwards, from 1859 to 1866, 7 years.

7.—Griffin F. Edwards, from 1866 to 1869, 3 years.

8.—J. P. Hodges, by military edict, from 1869 to 1875, 6 years.

9.—R. Denise, from 1875 to 1880, 5 years.

10.—Alvah H. Martin, from 1880 to 1900 (present clerk), 20 years.

The following is a list of ministers of the gospel who performed the rite of matrimony and made report to the Norfolk County Court between June, 1787, and April, 1840:

Rev. Walker Maury,
 Rev. Edward Mintz,
 Rev. Jesse Nicholson,
 Rev. William Sory,
 Rev. James Lewis,
 Rev. James Dawley,
 Rev. George Young,
 Rev. William Grimes,
 Rev. Thomas Moore,
 Rev. H. E. Hall,
 Rev. William Compton,
 Rev. Henry Hardy,
 Rev. J. G. Ogilvee,
 Rev. Robert A. Armistead,
 Rev. John Owen,
 Rev. George Halson,
 Rev. Charles Moseley,
 Rev. Thomas Blount,
 Rev. Mark L. Chevers,
 Rev. Moses C. Searle,

Rev. F. A. Ward,
 Rev. Overton V. Bernard,
 Rev. George W. Nolley,
 Rev. T. J. Harrison,
 Rev. Miles Nash,
 Rev. Caleb Leach,
 Rev. Thomas Hume,
 Rev. Henry D. Wood,
 Rev. Needler Robinson,
 Rev. Robert Cox,
 Rev. Jeremiah Rutter,
 Rev. James Buxton,
 Rev. David Briggs,
 Rev. Rice Haggard,
 Rev. L. Mansfield,
 Rev. Thomas T. Jones,
 Rev. Joshua Livesay,
 Rev. Mathew M. Dann,
 Rev. Robert Griffith,
 Rev. Mills Barrett,
 Rev. Edward Cannon,
 Rev. Reuben Doudge,
 Rev. John H. Wingfield,
 Rev. David M. Woodson,
 Rev. Thomas Howard,
 Rev. George A. Bain,
 Rev. John Blount,
 Rev. John French,
 Rev. Thomas Crowder, Jr.
 Rev. Philip Anderson,
 Rev. Bennet T. Blake,
 Rev. George M. Bain,
 Rev. Jeremiah Hendren,
 Rev. Vernon Eskridge,
 Rev. A. Paul Repiton,
 Rev. George Jones, Chaplain U. S. Navy.
 Rev. John D. Berryman,
 Rev. Edward T. Berryman,
 Rev. Joseph S. Baker.

On September 17, 1796, the court granted Rev. Archibald Davis license to celebrate the rite of matrimony; Rev. Benjamin Ashley, in May, 1803; Rev. William Ormand, May 17, 1803; Rev. C. H. Burgess, Catholic, June 19, 1835; Rev. Hardy Herbert, Methodist, August 10, 1794; Rev. Thomas Armistead, Baptist, January 21, 1790.

THE COURTS OF NORFOLK.

The courts held in Norfolk are as follows, taking the United States Courts first:

United States Circuit Court,—Judge, Nathan Goff, of Charleston, West Virginia; clerk, M. F. Pleasants, Richmond; deputy clerk, at Norfolk, George E. Bowden; United

States' attorney, Edgar Allan; marshal, Morgau Treat; deputy marshal at Norfolk, Julius E. West.

The regular terms of this court at Norfolk are the first Mondays in May and November, but as the judge of the United States District Court is ex-officio judge of this court, the terms of the court are held open the year round for business.

United States District Court,—Judge, Edmund Waddill, Jr.; George E. Bowden, clerk of the district, located at Norfolk; Joseph P. Brady, deputy at Alexandria. This court has the same marshal and district attorney as the United States Circuit Court and the same deputy marshal, Julius E. West, at Norfolk.

The terms at Norfolk are the first Mondays in May and November, but the court is kept open the year round.

The United States Commissioners are: John B. Kimberley, at Fortress Monroe; John C. Tucker, at National Soldier's Home, Hampton; Alfred C. Garrett, at Newport News, and George E. Bowden, Richard McIlwaine and C. W. B. Lane, at Norfolk. J. N. Whittaker is clerk to the United States' attorney.

The Norfolk city courts are as follows:

Corporation Court,—Judge, Hon. Allan R. Hanckel; clerk, Lawrence Royster.

This court sits on the first Monday of each month, except the month of August. It has jurisdiction over all criminal matters. It is the court of original criminal jurisdiction in all cases of felony and matters not cognizable by a justice of the peace. It has jurisdiction in probate and guardianship matters, grants such charter rights as are allowed by statute to courts and which are not confined alone to legislative enactment. It has jurisdiction in all cases where appeal is granted from the jurisdiction of a justice of the peace in civil matters and also appellate jurisdiction from the Police Court in criminal matters.

Circuit Court,—Judge, Hon. R. R. Prentis, clerk, Lawrence Waring.

This court sits in May and September of each year and has occasional special terms. It

has concurrent jurisdiction in all civil matters with the Court of Law and Chancery, has original criminal jurisdiction in certain cases by the election of the accused and in certain cases has appellate jurisdiction from the Corporation Court.

Court of Law and Chancery.—Judge, Hon. W. B. Martin; clerk, Lawrence Royster.

This court sits on the third Monday of each month of the year, except the months of September and October, and the first day of October. This court has concurrent jurisdiction in all civil matters with the Circuit Court, except such civil matters as are confined exclusively to the courts of the justices of the peace on account of the small amounts involved. It has concurrent jurisdiction with the Circuit and Corporation courts in all matters of probate and guardianship.

Police Court.—Justice, Hon. R. W. Tomlin; clerk, C. F. Jordan.

This is a very important court, as it is the tribunal in which large numbers of petty offenders are speedily dealt with. This court sits on every day except Sundays. The justice of the Police Court is now elected as extra magistrate, with the title of police justice. Its jurisdiction is confined to criminal matters exclusively, and it has a right of trial in

certain minor misdemeanors. Appeal lies from this court, in all cases in which it has power of trial, to the Corporation Court. In cases of serious crime the offenders are given a preliminary hearing and, if there is a suspicion of guilt, the party is committed to await the session of the grand jury.

Justices of the Peace.—Norfolk has in all seven justices of the peace, under a new law recently passed. Their powers and jurisdiction are those usually incident to the office elsewhere.

THE COURTS OF PORTSMOUTH.

The courts held in Portsmouth are as follows:

Court of Hustings.—Judge, Hon. James F. Crocker; clerk, C. T. Phillips; sheriff, Williamson Smith. This court sits the first Thursday after the first Tuesday in every month.

Circuit Court for the city of Portsmouth sits the first Monday in May and November. Hon. R. R. Prentiss is judge. The other officers are the same as those of the Court of Hustings.

Police Court.—Hon. J. Thompson Baird, mayor, presides; N. Onley, clerk. It has a jurisdiction similar to that of the Police Court of Norfolk.

CHAPTER XVII

THE MEDICAL PROFESSION

EARLY PRACTITIONERS OF MEDICINE IN NORFOLK COUNTY—PROMINENT PHYSICIANS OF THE FIRST HALF AND MIDDLE OF THE NINETEENTH CENTURY—NORFOLK MEDICAL SOCIETY—LOCAL AND UNITED STATES QUARANTINE.

"There is scarcely a profession in which the sympathies of its professors are more painfully excited than that of the medical practitioner. How often is he called to the bed of hopeless sickness; and that, too, in a family, the members of which are drawn together by the closest bonds of love? How painful it is to meet the inquiring gaze of attached friends, or weeping relatives, directed toward him in quest of that consolation, that assurance of safety, which he has not to give! And how melancholy it is to behold the last ray of hope, which had lingered upon the face of affection, giving place to the dark cloud of despair.

"And when all is over—when the bitterness of death hath passed from the dead to the living—from the departed to the bereaved—hark to that shriek of agony, that convulsive sob, that bitter groan, wrung from the heart's core, which bespeaks the utter prostration of the spirit beneath the blow!

"There, cold in the embrace of death, lies the honored husband of a heart-broken wife—her first, her only love! Or it may be, the young wife of a distracted husband, the bride of a year, the mother of an hour, and by her, perhaps, the blighted fruit of their love—the bud by the blossom—and both are withered."

Then often in the homes of poverty they

find starving children and mothers to melt their hearts in sympathy. No profession is so often awakened to the sufferings of humanity and none contributes more liberally to alleviate the woes of mankind than the medical profession. The practitioners of medicine in Norfolk County, embracing both cities, have not only been noblemen in benevolent bearing, but have ranked in skill with their brothers throughout the land. In peace, in war, on sea or land, they have trod the highest path of duty for which their profession has been noted through the centuries.

Probably the first practitioner in Norfolk County was Dr. Thomas Bullock, as there are judgments for his claims in the County Court in 1638, one year after Lower New Norfolk County was established.

Dr. William Happer was a prominent physician of Norfolk and resigned from the Common Council on June 24, 1742, because his practice consumed his whole time. Dr. Archibald Campbell was also a prominent man of that day and was one of the justices of the County Court in 1749.

Dr. Phillip Barraud and Dr. Andrew Ray were surgeons in the Revolution. Dr. Robert Bruce Butt was a prominent practitioner in 1805. Dr. George W. Maupin was a surgeon

in the U. S. Army. Dr. Joseph Schoolfield, surgeon, U. S. Navy, died in 1850. Dr. Jonathan Cowdry died November 20, 1852, aged 85 years,—he was then the oldest surgeon and oldest officer in the U. S. Navy. Dr. Joel Martin died November 10, 1854, aged 86,—he had been a surgeon in the U. S. Navy 26 years.

Among the most prominent members of the medical profession in the city of Norfolk during the first half and the middle of the last century should be mentioned Drs. William B. Selden, Thomas F. Andrews, William Selden and his brother Henry, sons of Dr. William B. Selden, Robert B. Tunstall and William J. Moore.

Dr. William B. Selden finished his medical education in 1799, in Edinburgh, then as now celebrated for the thorough teaching of its medical schools. Returning to Virginia, he began practice in Norfolk, and continued for near half a century to retain the confidence of the community in his great skill and discrimination, both as an observer and practitioner, and not a few students under his wise instruction became prominent physicians. He reached an honored old age, and died in 1849.

Dr. Thomas F. Andrews was a man of consummate ability. He received his academic and professional education from the best sources, both at home and abroad. His mind was a store house of scientific, literary and political information, and it was said of him, that had he chosen public life, he would easily have secured the highest attainable positions. He was as remarkable as a financier, as he was a physician and surgeon. He retired from medical practice in 1851, to live many years in an adjoining State in affluent leisure, and died at the age of 90 years.

Dr. William Selden survived his brother Henry (who was cut off by the epidemic of yellow fever in 1855, in the midst of a successful career, being especially noted as a skillful diagnostician) and continued to practice medicine until advancing age led him into retire-

ment. He was an alumnus of the University of Virginia and of the University of Pennsylvania and subsequently pursued a medical course in the city of Paris. He was a scholar in the highest sense. His memory was extraordinary, and it was said that when he was a student at the University of Virginia, nothing eluded his grasp, and that he possessed almost unparalleled powers of acquisition. Beginning the practice of his profession during the cholera epidemic of 1831, he soon made for himself a most enviable reputation which widened in its scope until he was everywhere recognized as an authority. Even after his retirement from active work, he kept himself thoroughly informed of the various changes in doctrine and practice, the progress medical science had developed, and was ever ready to confer with his junior brethren. He was not only a cultivated and experienced physician, but a man of affairs through life, and died at the age of 79.

Dr. Robert B. Tunstall originally prepared himself for the calling of a civil engineer, which he relinquished for his decided predilection for medicine; after graduating at the University of Pennsylvania he became associated with the late Dr. Baynham Baylor, at that time a leading physician of Norfolk. Possessed of a noble physique and an unusually lucid mind, he at once engaged both with wonderful energy in the work of his profession with pre-eminent success. For many years and up to his sudden death, at the age of 64 years, he was second to none in the professional ranks.

Dr. William J. Moore studied medicine with Dr. Thomas F. Andrews above noted, and graduated at the University of Pennsylvania, then the leading medical college of the country. He returned to Norfolk from Philadelphia and began a most interesting career as a physician and surgeon. He held for years the position of surgeon to the U. S. Marine Hospital, before the establishment of the Marine Hospital service, and served as surgeon of one of the hospital divisions of the Confederate States from 1862 until 1865.

after which he resumed his practice in Norfolk. He was a skillful and bold operator, and a discriminating and successful physician, and a most lovable man, kind and gentle, but firm and determined, until his health began to fail a few years before his death at the age of 69 years. He loved literature next to his profession, but always avoided a display of his varied accomplishments. No medical man has ever passed away leaving a greater void in the hearts of his associates and many friends.

Of the list of noble martyrs who fell victims to the dreadful yellow fever scourge in 1855 were Dr. John W. H. Trugien on the 29th day of August; Dr. William Collins on the 8th of September; Dr. L. P. Nicholson, Dr. Richard W. Silvester, Dr. Thomas F. Constable, Dr. George I. Halson, Dr. R. J. Silvester, Dr. Francis L. Higgins, Dr. James H. Briggs, Dr. Richard B. Tunstall, Dr. Henry Selden and Dr. R. H. Parker, father of Dr. R. H. Parker, Confederate surgeon and now a practitioner in Portsmouth. Among those who were ill with the fever and survived were Dr. William Selden, Dr. William J. Moore, Dr. Robert B. Tunstall, Dr. E. D. Grainer, Dr. Herbert M. Nash, Dr. G. W. Cowdry, Dr. F. S. Campos, Dr. Thomas J. Hardy, Dr. Robert H. Gordon, Dr. D. M. Wright, Dr. V. Friedman, Dr. D. W. Todd, Dr. Robert W. Rose, Dr. J. N. Schoolfield, Dr. G. W. O. Maupin and Dr. William H. Cocke, who was assistant surgeon in the 14th Regiment, Virginia Infantry, C. S. A., wounded and died in prison in Washington. Of these Dr. Herbert M. Nash is now the sole survivor. Among the eminent surgeons in the Confederate Army were Dr. Holt Fairfield Butt, Dr. James Parrish, Dr. Herbert M. Nash, Dr. V. B. Bilisoly, Dr. J. M. Covert, Dr. Franklin J. White, Dr. Edwin M. Watts, Dr. William E. Kemble, Dr. R. H. P. Barraud, Dr. Thomas B. Ward and Dr. R. H. Parker. Surgeons in the Confederate Navy: Dr. George Blacknall, Dr. James Cornick, Dr. Richard Jeffry, Dr. F. L. Galt, Dr. Lewis D. Minor, Dr. W. F. McClanahan, Dr. W. B.

Sinclair, Dr. Charles H. Williamson, Dr. William E. Wysham and Dr. John deBree. Dr. William White was a colonel in the Confederate States Army, and Dr. Charles R. McAlpine was a major.

There is sometimes a ridiculous side as well as the serious to the profession and doctors sometimes have amusing experiences. In the olden time, it is said a wealthy farmer, much affected with hypochondria, went to Langenan, to consult Michael Scuppach, better known by the appellation of the *mountain doctor*. "I have seen devils in my belly," said he, "no fewer than seven." "There are more than seven," replied the doctor, with the utmost gravity; "if you count them right, you will find eight." After questioning the patient concerning his case, he promised to cure him in eight days, during which time he would every morning rid him of one of his troublesome inmates, at the rate of one louis d'or each. "But," added he, "as the last will be more obstinate and difficult to expel than the others, I shall expect two louis d'or for him." The farmer agreed to these terms; the bargain was struck, and the doctor, impressing upon all present the necessity of secrecy, promised to give the nine louis d'or to the poor of the parish. Next morning the imaginary demoniac was brought to him, and placed near a kind of machine he had never seen before, by which means he received an electric shock. The farmer roared out lustily. "There goes one," said the doctor with the utmost gravity. Next day the same operation was repeated: the farmer bellowed as before, and the doctor coolly remarked, "Another is off." In this manner he proceeded to the seventh. When he was preparing to attack the last, Scuppach reminded his patient that he now had need of all his courage, for this was the captain of the gang, who would make a more obstinate resistance than any of the others. The shock at this time was so strong as to extend the patient on the floor. "Now they are all gone," said the doctor, and ordered the farmer to be put to bed. On recovering himself, the latter de-

clared he was completely cured; he paid the nine louis d'or with abundance of thanks and returned in the best of spirits to the village. This is perhaps an exaggerated specimen of what doctors call the moral treatment of disease and in various forms is used by every intelligent physician, especially in cases of hypochondriacs, and in nervous forms of disease, not dependent on local causes or any known infection, as doctors are not and never have been restricted in the treatment of human ills to the giving of medicines alone, but are at liberty to use all forms of treatment, moral, medicinal, surgical, etc.

Since 1885 the whole theory upon which the former practice of medicine was chiefly based has been more or less abandoned. The connection between the presence of certain germs, or bacteria, and the causation of various forms of disease, long suspected and by many believed in years before that date, has been definitely established, and the chemical view of certain changes both physiological and pathological has given way to the vital or the influence of living agents in the production of these processes. The curriculum of the medical colleges has been extended from two to four years, which is now hardly sufficient to train their students in those added studies which have been rendered necessary by the development of the medical sciences. The colleges have been forced by the enactment of State laws, establishing State medical examining boards, to reject candidates for diplomas who are not prepared to receive them. No dogmatic theories of medicine are taught in the regular medical colleges, but all teaching is based upon facts or verified experiments. When the time of study and expense incurred in procuring a medical education at the present time is considered, the profession which, of all professions, requires the widest knowledge of the general science, all of which bear upon the practice of medicine, and which have to be constantly borne in mind by the practitioner, it follows that its followers, when also

morally endowed, should have the fullest sympathy and encouragement by the public.

The Norfolk Medical Society was organized in 1870 with Dr. William Selden as its president, who in subsequent years was succeeded by Dr. Robert B. Tunstall, Dr. William J. Moore, Dr. Herbert M. Nash, Dr. J. D. Galt and others. It was reorganized as to constitution and by-laws in 1899. For many years prior to 1855 it had existed but was broken up by the yellow fever.

The officers of the society (1900) are: President, Dr. L. C. Sheppard; first vice-president, Dr. J. L. Lynch; second vice-president, Dr. J. J. McCormick; secretary, Dr. H. L. Myers; treasurer, Dr. W. L. Old.

LOCAL AND UNITED STATES QUARANTINE.

Since the port of Norfolk and Portsmouth is one of the most important ports on the Atlantic Coast, it is necessary to maintain a most vigorous and careful quarantine at this point.

This quarantine is maintained by local authorities, having charge of the inner quarantine, and the United States government having charge of the outer quarantine.

The Inner Quarantine.—The District of Elizabeth River was established by an Act of the Legislature of Virginia in February, 1877, to be controlled by a board of commissioners, consisting of two members from the city of Norfolk, two from the city of Portsmouth and one from Norfolk County.

Their jurisdiction extends from about the mouth of Tanner's Creek across toward the mouth of the Nansemond River, and their powers are almost unlimited if exercised for the protection of these ports from the introduction of contagious and infectious diseases.

In order to fully protect the health of the people of Norfolk, the municipal authorities not long ago acquired from the national government Craney Island, an island about 41 acres in area, for many years used as a United States powder magazine, and converted it into

a place of detention for cases of contagious or infectious diseases found in or near the city. The buildings on the island, with some alterations, have been admirably fitted up for this and hospital purposes, and the island affords complete isolation.

The Board of Quarantine Commissioners for the District of Elizabeth River are as follows: From Norfolk—Dr. Herbert M. Nash, Col. William B. Rogers, Capt. B. P. Loyall; Portsmouth—William H. Peters, James T. Borum, William Schroeder; Norfolk County (vacant): President, William H. Peters; secretary, B. P. Loyall; quarantine medical officer, Dr. C. R. Vance; deputy quarantine medical officer, Dr. J. J. McCormick.

During the quarantine year ending December 31, 1898, the report of the quarantine medical officer for this district shows that he inspected 416 vessels of all nationalities, principally English, embracing 12,106 persons among crews and passengers.

The Outer Quarantine.—In 1893 the Congress of the United States passed an Act for the better protection of our seaboard against the introduction of disease and required all the seaports on the coast to provide certain plants and fixtures for examining and quarantining ships. In the event that certain

cities could not or would not so provide, the government undertook to maintain a quarantine establishment, with all necessary equipments and appliances.

The question was submitted to the Board of Quarantine Commissioners of this district, and upon mature consideration of the matter, it decided not to put the cities of Norfolk and Portsmouth to this great expense of such an establishment and turned over to our national government the outer quarantine of these ports, retaining to itself the right to detain and examine all vessels passed into the common harbor, so that if by any careless, incompetent or corrupt examination at the outer quarantine a vessel comes to this harbor with sickness or infection, she can be immediately sent away.

In pursuance of the above Act of Congress, the Marine Hospital service of the United States has established a complete quarantine plant at Cape Charles, Virginia, where infected vessels are detained and the crews and cargo removed on shore, fumigated and disinfected.

With carefully maintained inner and outer quarantine we are supposed to be amply protected from the introduction of sickness and disease from foreign sources.

CHAPTER XVIII

THE PRESS OF NORFOLK COUNTY

EARLY AND DEFUNCT NEWSPAPERS OF THE COUNTY--NEWSPAPERS OF TO-DAY.

The press is the liberator, the instructor, the historian. It is the terror of tyrants, the dread of corruptionists, the fortress of freedom, the defender of the Commonwealth. It is the mouth of public opinion and the eyes of the people. It is the sentinel on the outpost of the Republic. It is the guardian of innocence and protector of purity. Its mission is charity, truth and justice. The journalist who makes this motto his guide will be applauded by men and rewarded by Heaven.—“The liberty of the press and the liberties of the people must stand or fall together.” The first newspaper was published in England on the 27th of May, 1576.—*The Liverpool Times*.

The history of the press of our cities by the sea has not been preserved as it should have been and much interesting detail has been lost. It is said that John Buckner brought the first printing press to Virginia, which was suppressed in 1683.

The first newspaper published in Virginia was the *Virginia Gazette*, the first number of which was issued at Williamsburg, August 6, 1736. It was a sheet about 12 inches by six, and was printed and published by W. Parks, at 15s. per annum. It was not a free agent to herald the generous impulses of the heart; but had a lord and master in the representative of the crown to govern its course. James Holt, whose publication was exciting in the people

“the spirit of rebellion and sedition,” for which Dunmore justified his dastardly seizure of the types, fixtures and two printers, was a heroic and patriotic journalist, whose memory should be precious to every American.

The Virginia Chronicle and Norfolk and Portsmouth General Advertiser, was published by Baxter and Wilson in 1793.

The Herald and Norfolk and Portsmouth Advertiser was published by Charles Willet in 1795.

The Epitome of the Times was published by Augustus C. Jordan in 1799.

Norfolk Gazette and Public Ledger was published by William Davis, 1805-14.

Norfolk Herald, 1819, afterward styled *The Norfolk and Portsmouth Herald*, published by O'Connor and Thomas G. Broughton; styled *Norfolk and Portsmouth Herald and Daily Commercial Advertiser*, 1844-45, and *Norfolk and Portsmouth Herald*, 1849-52, published by Thomas G. Broughton & Company, and Thomas G. Broughton & Son.

The American Beacon and Norfolk and Portsmouth Daily Advertiser, 1844, published by William E. Cunningham & Company.

The Norfolk Phoenix, published June 13, 1844, W. C. Shields, editor.

Chronicle and Old Dominion, 1843, published by A. H. Cunningham. It became *The New Era*, July, 1845. William Wallace, editor

of the *Daily Chronicle*, died March 20, 1854.

The Southern Argus, established June 8, 1848, S. T. Sawyer, editor and proprietor, published by T. M. Crowder, succeeded by A. F. Leonard in 1855. Col. William Lamb became a partner and both conducted the paper, 1856-60.

The Daily News, established June 1, 1857, issued by T. F. Boothly and C. H. Beal, editors and proprietors.

The Norfolk Day Book, styled *The Day Book*, 1857-66. Established by T. O. Wise with John R. Hathaway, editor, who soon became editor and proprietor. Capt. James Barron Hope and Holt Wilson became editors in 1866. John R. Hathaway became editor, and Maj. James F. Milligan, local editor in 1877.

The New Regime, 1864-65. (Ben. Butler's paper.)

The Norfolk Old Dominion, 1863-66, published by R. E. Glassett and William E. Sexton. A. Watson Atwood succeeded Glassett in 1864. On March 22, 1865, the editors and proprietors were J. K. Wolcott, R. E. Glassett and William E. Sexton. In 1866, E. F. Preston, editor, styled it the *Old Dominion* and the *Daily Old Dominion*.

The Norfolk Post, 1865-66, established by E. M. Brown, publisher, and John Clark, editor.

The Independent Daily Messenger was founded on the 29th of September, 1843, by D. D. Fiske. Its motto was "The Liberty of the Press and the Liberties of the People Must Stand or Fall Together." It supported Martin Van Buren for president, subject to the decision of the Democratic national convention.

The Public Index was issued on the 13th of April, 1844. Thomas C. Connolly, editor, —its politics was Whig.

The Portsmouth Times, established in 1838; John T. Hill, editor.

The Commercial Chronicle, established in 1839 by Theophilus Fisk and A. F. Cun-

ningham, merged with the *Old Dominion* as the *Chronicle and Old Dominion*.

Commercial Chronicle and the *Portsmouth and Norfolk Tri-Weekly Old Dominion*, 1839-40.

The Old Dominion was established by Theophilus Fisk and A. F. Cunningham, —the latter soon withdrew. James M. Smith became publisher in December, 1841.

The Chronicle and Old Dominion, 1844, published by A. F. Cunningham and Theophilus Fisk; 1845, Cunningham alone published. The new series, March 23, 1847, began with D. D. Fiske publisher for the proprietor, 1847-48.

The Daily Globe, 1853, published by Law, Badger & Company.

The New Era Daily, conducted by A. E. Cunningham 1845-47; tri-weekly 1846.

The Daily Pilot, 1850, published by John S. Cunningham & Company.

The Daily Transcript, 1853, established by D. D. Fiske.

The Democrat, 1853, Henry E. Orr, editor.

The Daily Enterprise, established in 1873, by John W. H. Porter, editor and proprietor, succeeded by *Enterprise Times*—Porter and Wilcox, proprietors; Julius H. Wilcox purchased it in 1889, and changed name to *Progress*.

Portsmouth Daily Times, James B. Campbell, editor and proprietor, sold to Times Publishing Company, —W. B. Wilder, manager; William H. Stewart, editor; Mrs. Fanny M. Downing, associate editor.

Tide-water Times (weekly). Afterward Dr. J. M. Blanton was editor of both *Daily* and *Weekly Times*. The Times Publishing Company sold them to Julius H. Wilcox, who consolidated them with the *Enterprise*.

The Evening News was established by Judge Chandler W. Hill in 1883.

The Record was established in 1884, Col. K. R. Griffin, editor.

The Evening Times was published by

Whitson and Griffin a short while. *The Portsmouth Daily Times*, *Tide-water Times* and *Portsmouth Observer* in 1886, J. H. Wilcox, editor and proprietor; W. B. Wilder, business manager.

All of the above are out of existence.

Norfolk Virginian.—On the 21st of November, 1865, the first number of the *Norfolk Virginian* was issued. It was not born in halcyon days. Its life was no holiday. For many years it was battling for the cause of good government and the recognition of the political equality of the South in the Union. It labored for the material prosperity of Virginia and the commercial advancement of Norfolk. These great objects it witnessed secured. It witnessed the South, a conquered province, parceled out in districts and presided over by military chiefs. It saw it burthened by a throng of adventurers, whose only object was to fatten upon the wants of an afflicted people. All these evils it has witnessed swept away, and the States of the South once again equal in a confederacy of States, their capitals freed from the bivouac of Federal troops their legislative halls no longer echo in the challenge of the sentry or the tread of the corporal's guard, but peace and prosperity and home government secured, each State rapidly developing its vast wealth, so long permitted to remain dormant. It also watched and assisted in the material growth and prosperity of our common harbor, until Norfolk occupies a commanding position among the commercial cities of the country, with a brilliant future before it.

The publishers of the *Virginian* were G. A. Sykes & Company. Hon. A. M. Keiley, now judge of the Consular Court at Cairo, Egypt, was its first editor. His associate was Capt. James Barron Hope. Col. J. Richard Lewellen as the business manager. The prospectus set forth that "apart from the usual feature of journalism, we design that *The Virginian* should be especially devoted to the advancement of the prosperity of Norfolk and her sister city, and the large section of Vir-

ginia whose interests are common with them." A few months after the first issue Mr. Keiley and Captain Hope retired from the paper and Col. William E. Cameron, now ex-Governor of Virginia, succeeded them as editor. Later on, Colonel Lewellen purchased an interest in the paper. A month or so afterward a new company was formed, consisting of Col. J. R. Lewellen, Solomon Hodges, Edward H. Hodges, T. B. Ruffin and J. C. Adkisson, under the firm name of J. R. Lewellen & Company. In November, 1866, one year after the first number was issued, Colonel Lewellen withdrew in order to take charge of the *Norfolk Journal*. His interest was purchased by the remaining partners and the firm name was changed to S. Hodges & Company, with J. Marshall Hanna, as editor.

In January, 1867, the management of the paper was tendered to M. Glennan, Esq., and on the 17th of the month he entered upon the discharge of the duties of the position. After a service of a few months, Mr. Hanna retired from the editorship, and the position was offered to and accepted by Capt. James Barron Hope. In November, 1867, Mr. Glennan purchased an interest in the paper. On February 9, 1870, Solomon Hodges disposed of his interest to the other members of the company, and the firm name was changed to Glennan, Ruffin & Company. In the following year Edward H. Hodges, on account of failing health, sold his interest, and on December 14, 1872, Mr. Glennan purchased the interest of T. B. Ruffin, and the firm name was changed to Glennan & Adkisson.

On the 1st of October, 1873, Captain Hope retired from the editorship of *The Virginian* in order to found the *Landmark*. The lamented Capt. John Hampden Chamberlayne, one of the ablest and most brilliant journalists of the country, was selected to fill the vacancy. On the 11th of March, 1876, Captain Chamberlayne retired from the paper in order to commence the publication of his paper, *The State*, in Richmond. Capt. John S. Tucker, afterward mayor of Norfolk, was tendered

and accepted the editorship. On March 24, 1876, J. C. Adkisson disposed of his interest to Mr. Glennan, in consequence of which the latter became the sole owner of the paper.

On the 31st of March, 1880, Captain Tucker retired from the editorship, which department was afterward conducted by Mr. Glennan until his appointment as postmaster by President Cleveland on July 1, 1885, when the position of editor was tendered to and accepted by Capt. Henry E. Orr.

It will not be amiss to allude to the links which connect this journal with the history of the press of this and other States, furnishing as it did so many of those who had been associated with it, to edit and conduct and manage the departments of successful and enterprising journals. In Norfolk, it gave to the *Norfolk Landmark* Capt. James Barron Hope to edit and S. S. Nottingham, Jr., to manage it. To the *Ledger* it gave Col. J. R. Lewellen, its manager, Joseph G. Fiveash, and its local editor, T. B. Ruffin. Colonel Lewellen and Mr. Fiveash, previous to the establishment of the *Ledger*, were connected with the management of the *Norfolk Journal*, going to that paper from *The Virginian*. Colonel Lewellen afterward in connection with W. S. Copeland, of *The Virginian*, purchased the *Danville Register*. Mr. Copeland also assisted in the establishment of the *Petersburg Mail*. *The Norfolk Weekly Herald* is owned by W. S. Copes, who commenced his business life on *The Virginian*. *The Portsmouth Enterprise* was established by Porter & Concannon, who were previously connected with *The Virginian*. R. E. Glassett, who in 1866-67 was attached to this paper, was Portsmouth city editor of the *Landmark*. Julius H. Wilcox, the editor of the *Portsmouth Weekly Observer*, and afterward owner and editor of the *Portsmouth Times* and *Portsmouth Progress*, was for several years on *The Virginian's* staff. From *The Virginian*, ex-Governor Cameron was called to edit the *Petersburg Index* and afterward elected Governor of Virginia. To establish the *Richmond State*, John Hampden

Chamberlayne resigned the editorship of *The Virginian*, and associated with him that brilliant journalist, "Brevity" Bennett, who was connected with *The Virginian* in its infancy. Maj. James F. Milligan, connected with so many papers, was in 1866-67 and '68 the active local editor of *The Virginian*, leaving it to assume the same position on the *Norfolk Journal*. Then, too, there were Henry S. Brooke and Alexander Bell, who commenced their journalistic careers as city editors of *The Virginian*, and who were afterward respectively associated with journals in New Mexico and New York. John W. H. Porter, the war historian of Norfolk county and founder and owner of the *Portsmouth Enterprise*, was for many years Portsmouth city editor of *The Virginian*.

NEWSPAPERS OF TODAY.

Virginian-Pilot.

On March 31, 1898, the *Norfolk Virginian* and the *Daily Pilot* (established in 1894) were consolidated and the *Virginian-Pilot* was the result of the union. A. H. Grandy, president of the Pilot Publishing Company, becoming the president, and the late M. Glennan, president of the Virginian Company, vice president of the Virginian and Pilot Publishing Company.

The present management of the *Virginian-Pilot* is as follows: A. H. Grandy, president, managing editor and business manager; W. S. Wilkinson, treasurer; L. D. Starke, Jr., secretary; R. E. Turner, superintendent and advertising manager.

The Public Ledger,

An afternoon daily paper, was established August 3, 1876. Walter A. Edwards and Joseph G. Fiveash are editors and proprietors. Richard H. Hamilton is city editor for Norfolk. John C. Niemeyer is city editor for Portsmouth.

The Norfolk Landmark

Is owned by the Landmark Publishing Company, S. S. Nettingham, manager. It was founded in 1873 by Capt. James Barron Hope, whose poems won for him the epithet "Virginia's Poet Laureate." *The Norfolk Journal*, which was established soon after the Confederate war was sold and merged into the *Landmark*.

The Norfolk Dispatch

Is a daily afternoon newspaper owned by the Norfolk Dispatch Publishing Company. Charles I. Stengle is president; H. T. Plummer, treasurer; H. T. Hurtt, secretary; and H. Morton Harper, business manager.

The Norfolk Herald

Is a weekly newspaper. William S. Copes is editor and proprietor.

The Norfolk Journal of Commerce,

W. Thompson Barron, editor, was established in September, 1887, and is published by the W. Thompson Barron Company. It is a reliable and accurate commercial journal.

The Cornucopia

Is a monthly exponent of the agricultural interests in Tidewater, Virginia, edited and published by A. Jeffers.

The Portsmouth Star,

An able exponent of the interests of the city of Portsmouth, was founded by Paul C. Trugien, on the 3rd day of September, 1893. He is a son of Dr. John W. H. Trugien, one of the hero martyrs of the yellow fever in 1855. Mr. Trugien continued as editor and proprietor until November, 1899, when a stock company was formed to enlarge the plant, with F. D. Gill, president, and Paul C. Trugien, secretary, treasurer and managing editor. The *Portsmouth Star* has been enlarged five times since its first publication and is one of the progressive papers of the State.

The Unionist.

This newspaper is the official organ of the Central Labor Union, and is published every week in the interest of organized union labor by the Unionist Publishing Company, at Norfolk, Virginia. William A. Davis is business manager.

Norfolk County Democrat.

Published weekly at Berkley, Virginia.

The Norfolk County Times.

Published weekly at Pinner's Point, Norfolk County, Virginia.

CHAPTER XIX

THE PORT AND RAILROAD AND WATER COMMUNICATIONS

GREAT EXTENT OF WATER FRONT—REASONS FOR THE COMMERCIAL ADVANTAGES OF THE PORT—INLAND WATER ROUTES—RAILROAD LINES—THE CLIMATE—STEAMSHIP LINES
—COMPARATIVE STATISTICS ON EXPORTS AND IMPORTS, SHIPPING, REAL ESTATE
TRANSFERS AND COAL SHIPMENTS—THE VIRGINIA PILOTS.

For much of the descriptive and statistical matter in this chapter, relating to the port, we are indebted to the *Virginian-Pilot*.

The greater port of the cities of Hampton Roads,—so closely connected by suburban residence sections tributary to each and by electric railway and ferry steamers as to be practically now, what in the near future they inevitably must become, one commercial metropolis,—consists of the cape anchorage inside Capes Henry and Charles, Hampton Roads as a whole and the mouths of the Elizabeth, Nansemond and James rivers, with almost the entire Elizabeth River and its three branches, a stretch of water frontage,—on Chesapeake Bay of some 18 to 20 miles, on Hampton Roads of about 40 miles and on the three river mouths and the Elizabeth and its branches of fully 30 miles, or a grand total of 85 to 90 miles,—the water front of a small kingdom.

Lest the reader should imagine that the long bow is being drawn or that stories for marines are being told, or "folk'sle yarns spun," it may be pertinent to say that in the stormy season when easterly gales are blow-

ing it is not uncommon to see from Cape Henry to Back Bay and from the shipyard on the James to the locks at Gilmerton on the Southern Branch of the Elizabeth, lying at anchor behind the bluffs of the capes, off the shoals of Ocean View, in Back Bay, in Hampton Roads and the mouths of the rivers mentioned, besides those on anchorage in inner harbor and at wharves and docks and piers, as many as 400 to 500 vessels, the majority of which are from Norfolk, Portsmouth, Newport News and Hampton; the remainder being those put in for refuge to the most secure harbor and the one providing the most advantages on the Atlantic Coast and excelled in but few of those advantages by any other, and in all of them together by none in the world.

Of these points the dominant and most valuable is undoubtedly the inner harbor of Norfolk and Portsmouth, for many reasons which will be treated more in detail further in this article, but may here be briefly summarized as follows:

(1). A climate which rarely falls to freezing weather, and therefore gives an open harbor for 12 months in the year.

(2). A geographical and topographical position which removes it from the beaten track of heavy storms from every direction.

(3). A geographical location which makes it the natural center for European import and export on the Atlantic Coast.

(4). A depth of water sufficient to float the largest class of vessels afloat in the world's commerce.

(5). The natural and only outlet for the finest steaming coal in the world.

(6). The logical outlet of the greater bulk of Southern lumber, iron, cotton, tobacco and corn.

(7). Its contiguity to the sources of ship-builder's supplies, repair stock and naval stores is unsurpassed.

(8). It is the key to the system of inland navigation of the coast and a headquarters for the mosquito fleet.

(9). Its commanding position forces a recognition by the government as a great naval base.

These are the principal natural reasons, though there are others which in this story it is intended to bring out. How well or how ill success attends the efforts made, the facts themselves are apparent to any who will calmly investigate and personally examine this port.

Of the artificial reasons only a few need be mentioned here. These are principally:

(1). The seeking of the cheapest route for the import and export trade of the country by railroad and steamship lines.

(2). The gradual acceptance of Pocahontas coal as the premium steam coal of the world and the putting of Norfolk on the coal-station tables of all lines coming within reasonable distance of this port, outward or homeward bound.

(3). The attraction for vast sums of money in investment offered by this still but partially developed section, in electric and steam railways, manufacturing industries and rapid awakening of the people to a sense of

their opportunities and the taking advantage of them.

Let us take a look at the port of Norfolk, Portsmouth, Berkley, or if you will that of the greater port of Hampton Roads, geographically, topographically and meteorologically:

Almost midway between Maine and Florida, and directly opposite the entrance to the Mediterranean Sea, 100 miles north of Cape Hatteras,—the storm breeder of the Southern Atlantic,—Hampton Roads lies, an inland sea, and the entrance to the three rivers, famed historically, scientifically and romantically.

Crossing the upper and weaker flow of the Gulf Stream, the European vessel strikes the Arctic current and follows naturally on its narrowing current to the mouth of the Chesapeake. If in spring or summer or fall, its cool current is a pleasant voyage-mate and the port stops short of the enervating heat of the semi-tropics. If in winter, the same traffic follows the western edge of the great ocean river, and and is but a few hours from freedom from ice and snow until it reaches haven here, without encountering the perils of the Hatteras passage.

South of New York the port has no great natural rival, for Philadelphia and Baltimore are both inland cities and, until the short cut canals are built to connect them with the sea, must remain so, besides which even the construction of those canals will not prevent their harbors from freezing or the winter storms from hindering outdoor employment,—a condition from which Norfolk is singularly free.

To the south, this port has no rival until Savannah and Charleston are reached and between her and them stretches Hatteras and Frying Pan Shoals, two notable ship graveyards.

Again, the great cold waves that sweep down from the Dakotas rarely reach as far south as Hampton Roads and even if they come are robbed of their strength by the

mountain ridges, separated by valleys opening to the south, they must traverse.

So arranged by nature are the passes through the mountains separating from the Eastern Coast the broad and fertile West, and in such direction trend the valleys leading coastward that it is as if the Divine Architect stood at the passes and said to the West, "There where the waters mingle as in the palm of a mighty hand stretching inland from the sea, there shall ye find readiest outlet and there shall ye find the fleets of the world awaiting you and thence shall ye bring back the golden store of those who wait your fruits and your harvests."

And in and around those giant passes through the mountains; in the valleys, along the ridges and on the heights the richest mines of utilitarian wealth have lain buried as if but waiting the travel that was bound to come and that has come and is coming, with wood and steel and steam to meet the ocean tide of wood and steel and steam waiting at this port to greet it.

When in 1607 the first English vessel sailed into the broad mouth of Chesapeake Bay and cast anchor in the shadow of Cape Henry's huge sand dunes, to the voyagers that lined her bulwarks and stood upon her curious high-peaked fore-castle and poop deck, the shores wooded to the beach, must have furnished a view as soothing in its sunny, laughing charm as the stern ice-bound shores of Massachusetts Bay did in 1620 to the hunted colonists of the "Mayflower," a secure one.

But the canoe of the red men preceded both over the local water courses and on each the canoe, in modified form, is still known.

—Steadily the size in tonnage displacement has grown from the advent of that first ship with the white sails till now the craft that anchored under Cape Henry's friendly shelter in 1607 could easily be stowed forward on some of the big liners that anchor in nearly the same spot, without danger or discomfort. Then as now the next flight of sail was for

pushing on to Old Point Comfort and thence to Hampton Roads.

Then wooded beach, swamp and ridge covered the expanse from the Elizabeth to Cape Henry. Now——!

The beach has given way to wharf and dock and pier, and each year sees the metamorphosis grow; new docks and wharves are built and others projected, until today as far as Willoughby Spit the water-front is held with the idea of its soon being needed for further commercial development, and even the bay front, down as far as the cape, has the eye of the speculator upon it and is even now not beyond the hearing of axe, adze, saw and hammer, telling of the march of a great city.

Norfolk's exact position may be stated briefly as follows: It lies in Latitude 36 degrees, 51 minutes north, Longitude 76 degrees, 17 minutes west from Greenwich. On one side is the Chesapeake Bay, on the other the Elizabeth River and Hampton Roads, while at her back is the Atlantic Ocean. The city rests at the confluence of the Eastern, Southern and Western branches of the Elizabeth River, about eight miles from Hampton Roads and 23 miles from Capes Henry and Charles, on the Atlantic Coast. The altitude ranges from 10 to 20 feet above the average high-water mark. The river's channel is between 1,000 and 1,200 feet wide at the city.

But Norfolk is connected by electric railway and ferry,—as New York is with Brooklyn and Hoboken, and Boston with East Boston and Chelsea,—with Portsmouth, Berkley, Newport News, Hampton and Old Point, so that the greater port also should be described and its size appreciated:

The size of the Roads is as follows: From the Rip-Raps on the east to Ragged Island or Barrel Point on the west is fully 10 miles, while the average width is between five and six miles. So Hampton Roads embraces an area of 50 to 60 square miles, or nearly 40,000 acres, and is 50 feet deep.

So well protected is this basin from the

storms that lash and beat old ocean into fury, that on the approach of such storms all vessels out in the bay or beyond the capes make haste to pass through the gate that leads into the haven of security, and there abide until the sea has quieted.

This immense body of water, in the coldest of weather, never suffers from ice, and thus it remains open from the beginning to the end of the year.

The Elizabeth River, which forms the inner harbor of Norfolk, Portsmouth and Berkley, is 8,400 feet wide at its mouth on the Roads, with a minimum depth of 28 feet from the Roads to the Navy Yard, on the Southern Branch, to the Norfolk & Western bridge, on the Eastern Branch, and to the New York, Philadelphia & Norfolk terminus, on the Western Branch. It is nearly a mile wide at the junction of the Eastern and Southern branches, between the cities of Norfolk and Portsmouth and opposite Berkley, and is at its narrowest part 1,000 feet, while the branches are from 1,000 to 2,200 feet wide, and its depth is such that the largest and deepest draught freighters in the world have no trouble in navigating it, the "Maroa," "Samoa," "Pinedene" and other like steamships loading at will on the Eastern Branch and steaming from there to sea. The area for deep anchorage is fully 1,000 acres, and this is constantly being increased, and of late the sight of 100 to 150 vessels, steamers, schooners and huge coal barges, lying at anchor in this harbor, has been nothing unusual, while the sea room for small craft is practically unlimited.

Another thing in physical formation which gives the mariner pleasure is the fact that Norfolk harbor has no bar to hinder entrance from the sea. The harbor entrance is from the northwest, the only one on the Southern Atlantic Coast, and inasmuch as it opens in the opposite direction from the southwestern subtropical cyclones, it is best protected.

The river affords about 30 miles of wharf front and when the large creeks which make

into the city territory from the channel shall have been dredged out and made available, this area will be practically doubled.

In speaking of the city territory thus it is but fair to state that the corporate limits of the city are not intended to be understood as the boundary, for, though Smith Creek is now the only one of size that thus impinges, yet in the future development, already assured by continuously built up territory, Ohio Creek, Tanner's Creek, Bush and Mason Creeks are within the already pre-empted lines of the next enlargement, and the rapid stride during the past five years proves conclusively by its direction that the next five will see the actual boundaries marked by the Chesapeake and Hampton Roads in addition to the Elizabeth River.

A brief survey of the location is here permissible.

The Chesapeake Bay, which has its base eight miles north of Norfolk, air-line, and is distant only 12 miles by water through the Elizabeth River and Hampton Roads, has been described by Commodore Maury as a "King's Chamber" in the bosom of Virginia which no belligerent may enter with other than good intent. It is 180 miles long and from 10 to 25 miles wide.

It is Virginia water, for it passes through her borders to the sea, and enters it between her own capes. Just between these capes, and under their shelter, lie Hampton Roads and Lynnhaven Bay—the "Spit Head" and the "Downs" of America.

To the south, all the seaport towns as far as the reefs of Florida have their harbors obstructed by bars, over which the larger vessels of commerce can never pass; and the extent of back country naturally tributary to them is, in comparison with that which is tributary to the seaport towns of Chesapeake Bay, very small. It does not extend beyond the drainage of these rivers.

The harbors that lie north of the Chesapeake are not only liable to obstructions by ice every winter, but their approaches are often

endangered by the fogs which prevail in their offings.

This noble sheet of water, with its spacious harbors, is large enough to accommodate shipping sufficient to afford transportation for all the products and merchandise of the West, were they a thousand-fold more abundant than they are; and it is the most convenient point on the entire coast for distributing them north and south along the Atlantic seaboard, or for sending them to markets beyond the sea.

The important rivers which empty into the Chesapeake are the Elizabeth, James, Potomac, Rappahannock, York, Nansemond and Patapsco.

Just south of Norfolk are three sounds. Formed by the banks enclosing them on the ocean side, they are securely land-locked; while shallow, they are broad and peaceful avenues of trade. They begin about 20 miles southeast in an air-line from Norfolk. The way into them is through the Southern Branch of the Elizabeth and the canals connecting them with this harbor.

In their order they are Currituck, the most northerly, then Albemarle, then Pamlico, this last the largest. Large rivers, navigable for many miles inland, empty into them; the Pasquotank, Perquimans and Chowan into Albemarle Sound; the Pamlico and Neuse into Pamlico Sound. There are numerous rapidly-growing cities upon these rivers.—Elizabeth City, Edenton, Washington, New Berne and Beaufort chief among them.

The "banks" which enclose these sounds begin just below the Virginia line. Stormy Cape Hatteras is on these banks and Cape Lookout is at their southern extremity. Roanoke Island, on which the very first Anglo-Saxon attempt at settlement in America,—23 years before Jamestown,—was made, is at the junction of Pamlico and Albemarle sounds.

INLAND WATER-ROUTES.

The port of Norfolk and Portsmouth is the center of a vast system of inland water-routes, extending from New York on the north to

the southern part of North Carolina. The natural water-ways are so numerous and in such close proximity throughout this section that a series of artificial highways have been constructed connecting the bays, sounds and navigable streams along the Atlantic Coast, so as to make one complete and almost wholly land-locked passage from New York to Florida.

They make available to New York, Philadelphia, Baltimore and Norfolk, which lie directly on their line, over 1,800 miles of North Carolina river navigation.

These highways in their order, going south, are the Delaware & Raritan, the Chesapeake & Delaware, the Albemarle & Chesapeake, the New Berne & Beaufort, the last two the property of the Albemarle & Chesapeake Canal Company, of Norfolk, and the Dismal Swamp Canal, the property of the Lake Drummond Canal & Water Company. This latter canal has the past year been reopened as a ship canal, having been deepened to accommodate vessels of eight feet draught, and when its approaches shall have been dredged to proper depth will pass vessels of 10 feet, thus making not only a valuable feeder to Norfolk's commerce but a line of strategic value in coast defense, admitting of any of the smaller vessels of the navy passing as far south as Charleston, South Carolina, without danger.

The Albemarle & Chesapeake Canal, connecting with Albemarle Sound, and the Dismal Swamp Canal, each reaching from the Southern Branch of the Elizabeth River, the latter to a more western point on the same sound, thus offer a double opportunity for the mosquito fleet of the navy to protect the coast line and make Norfolk the strongest strategic point on the coast south of New York and equal to, if not surpassing, even the Empire City, for with Norfolk and its fortified environs intact, the National Capital, Baltimore, Richmond and Annapolis are secure, while no city at the south along the inland water-way but might be strengthened almost at a day's notice from this point.

By means of these canals light draft steamers bound for Charleston, Savannah, Florida and the West Indies, yachts and other small craft, can avoid the worst perils of old ocean, especially those of storm-beaten Hatteras.

Following are the dimensions of these canals: Delaware & Raritan, 43 miles long, locks 220 by 24 by 9; Chesapeake & Delaware, 14 miles, locks 220 by 24 by 9; Albemarle & Chesapeake, 14 miles, locks 220 by 40 by 27; New Berne & Beaufort, three miles, no locks.

These canals connect such important bodies of water as Delaware Bay, Chesapeake Bay, Currituck Sound, Albemarle Sound and Pamlico Sound, and the innumerable tributaries of these bays and sounds, penetrating every county in the rich and fertile tidewater sections of six States. Thus a great inland shipping business is carried on by hundreds of vessels and sailing craft of every description that could not go to sea or stand the storms of Hatteras.

No other Southern city, except New Orleans, with its great river business, at all approaches Norfolk in the magnitude and variety of its coastwise traffic and inland boat-trading trade. There are a dozen or more steamboat lines which ply regularly between Norfolk and the cities and towns in every direction connected by these inland water-routes, and the aggregate of this local shipping business is enormous.

The Elizabeth River divides at Norfolk into two branches, which are known as the Eastern and Southern, both of which are navigable streams. The Southern Branch, as has been shown, affords the means of approach to the Albemarle & Chesapeake and the Disinal Swamp canals, which penetrate Eastern North Carolina, and thus sail and steam vessels are permitted to enter that section of country. On the left of this stream lies Berkley, and on the right Portsmouth. Just above Portsmouth, on this branch or arm of the Elizabeth, is the United States Navy Yard, to which the largest ships of the navy can approach.

The Eastern Branch gives access to the fertile lands of Princess Anne County, and

during the trucking season the stream is covered with small craft loaded with the products of the soil and of the waters, bound to this and other markets. Norfolk is on the left of this branch and Berkley on the right.

Just below Portsmouth the Western Branch makes into the river. This branch penetrates another rich trucking section and is navigable for all manner of small craft. In addition to the main branches of the river innumerable creeks, some of them very imposing bodies of water, stretch their arms around the cities on the harbor and into the fertile trucking sections, and form a pathway for sailing craft and vessels of every description to the wharves of our great transportation lines along our river front.

The fact is, there are nearly 1,500,000 acres of salt water here directly tributary to this port, much of which area is paved with oysters, and all these waters are literally filled with bountiful supplies of fish and crabs. It was on the banks of these beautiful waters that the Indians had their homes and hunting grounds,—the finest in the world.

With nearly or quite 100 miles of deep-water frontage capable of allowing the largest freight, passenger and naval vessels of the world to lie at dock or wharf along and within the port warden's line, it would be but natural that this greater port of Hampton Roads and its sub-ports of Norfolk and Portsmouth and Newport News, should be the Mecca of foreign, coastwise and inland trade. The natural law is the easier to follow. How is it proven?

Half way between Maine and Florida, between the white pine, spruce, hemlock, white birch, maple, oak, tamarack, ash, chestnut, hickory, elm, butternut and other North-temperate growths of lumber and the palm, orange, long-leaf pine, blue gum, palmetto, lancewood, black walnut and other semi-tropical timber, and on the line of the Southern pine, cypress, juniper, live oak, of the Southern temperate zone, the natural meeting point for contribution and distribution is Norfolk—

and lumber is one of the greatest industries of the port, both in its coastwise and foreign trade.

Half way between Europe and South America on a line bisecting the distance between Norway and Cape Town, it would need but an unlimited supply of superior coal to make it the greatest coaling port of the Atlantic Coast for long-voyage steamships, and even greater as a cargo station for the world's shipping supply. Is it? It has the only output of the Pocahontas Flat Top coal fields' unlimited and unsurpassed—ay, unequaled—steam coal, and the nations of the world are sending here for coal. It is nearer to Europe in a direct line than any other cotton port, and the world's wearing staple is one of the port's great shipping industries. And so one might go on almost indefinitely, but enough at present. Having seen from its geographical position its relation to the rest of the world, a glance at its position in relation to the interior of the United States should be taken, and to do this an excellent idea has been given:

Take a map of the United States, stick a pin at Norfolk, another at New York, and a third at New Orleans. Let the arc of the circle, of which Norfolk is the center, cut New York and vice versa; stick a pin where these arcs intersect. Now divide the distance on a straight line between Norfolk and New York, and through that point and the intersection draw a straight line from southeast to northwest. You have then the northern boundary of Norfolk's natural freight and the traffic territory approximately.

With New Orleans as the center, draw an arc of a circle cutting Tampa on the west coast of Florida, and it will be found to cut the Mississippi half way between Cairo and St. Louis. From this point draw a straight line to Tampa and an intersecting line from Norfolk to New Orleans, which will bisect this line near Montgomery, Alabama. This latter line gives the southeastern and the line it bisects the southwestern boundary of Norfolk's contributing territory; a line due west from

Cairo will give the southern boundary in the West, and the frozen North and the Rocky Mountains will furnish the western and northern boundaries. This is pre-eminently her own territory, as transportation rates and distances in direct line give her the preference for export trade over all competitors.

In all this territory (and it is a big one.—1,000 by 2,000 miles, roughly stated), Norfolk is the nearest Atlantic port and natural export base. But much that is outside this territory naturally drifts in her direction, and even the Pacific Coast sends its products for transportation to Europe via Norfolk.

Let us see by what means all these varied products of the fields, the forests, the mines, the manufactories and the shops are centered at this port for export, and how the imports are redistributed. How the carrying trade is accomplished, and what comprises Norfolk's greatest proof of present greatness and promise of future predominance.

RAILROAD LINES.

At Norfolk center fourteen railway systems, steam and electric, some of old growth and far-extended ramifications and connections; others of later date, and only rapidly pushing out their feeders to new territory and new alliances. Norfolk is the center from which they radiate, and as the sun's widely diffused rays draw toward a common center, so these radiating lines of steel draw commerce and trade to this city.

It would be difficult, even if one wished to make comparison, to say which of these lines is greatest and which least. All in their various ways benefit the city. These lines are—to commence at the northeast and name them in rotation from north to west—the New York, Philadelphia & Norfolk; the Chesapeake & Ohio; the Newport News, Pig Point & Norfolk (begun); the Southern; the Atlantic Coast Line; the Norfolk & Carolina; the Seaboard Air Line; the Norfolk & Southern; the Norfolk & Western; the Norfolk, Sewell's

Point & Hampton; the Chesapeake Transit Line (projected); the Belt Line Railroad, and the Norfolk, Ocean View, Willoughby Spit & Old Point railroads and railways.

The territory covered by these various lines of steel will give an idea of their value to Norfolk. Take them again in rotation, but commence at the reverse end.

The Norfolk, Ocean View, Willoughby Spit & Old Point railway is an electric road of standard gauge, running, as its name shows, from Norfolk through a fine trucking and suburban residence section to that Coney Island of Virginia,—Ocean View,—and thence through a seaside residence and club section; through the national reservation for the fortified protection of the coast from Cape Henry, to Old Point, thence through Willoughby Spit, the finest of all sea-coast summer residence sections in America, between the wonderful fishing grounds of Chesapeake Bay, Little Bay and Hampton Roads, the most notable watering place and the oldest of America. Here it connects with all bay steamers, with the Chesapeake & Ohio Railway, and with the Hampton & Newport News electric road.

This is the road at present. It will, however, naturally be continued south to Lynnhaven Bay, or further to Cape Henry. Being of standard gauge and connected by switch with the Norfolk & Western Railway, its products are easily transported to all parts of the continent, and through its connection with the Norfolk street railway, it has become the popular resort for a day's outing to city pleasure seekers.

The Norfolk, Sewell's Point & Hampton is another electric road now almost completed and running a double track from Norfolk's City Hall avenue to the northward cut through the suburbs and through a stretch of wonderfully fertile trucking country to Sewell's Point, one of the oldest and most beautiful of Hampton Roads summer resorts, and thence by ferry to Hampton, where it will con-

nect with the electric roads fast encircling this great inner basin and eventually ascend the James and York rivers to the new and old capitals of the State.

The Norfolk & Southern Railroad connects Norfolk by a road 18 miles long with the most famous Atlantic Ocean all-the-year-round resort,—Virginia Beach,—running through rich farm lands, studded with little stations, each of which is fast growing to a suburban residence section.

At Kempsville a branch road starts, which runs for some 25 or 30 miles to deep water on Currituck Sound, tapping the great ducking and fishing grounds of North Carolina, and by its connection with the Norfolk & Western terminal track furnishing a through outlet for this immense traffic.

Another terminus of this road is on the Southern Branch of the Elizabeth and runs to Edenton and Elizabeth City, tapping the great truck and fish section of Eastern, North and South Carolina. It connects with innumerable steamer lines running in the sound and rivers of this section, thus furnishing an outlet for all this business.

The Norfolk & Western Railway runs from Norfolk to Roanoke, Bristol, Lynchburg, Richmond, Petersburg and Radford. It connects at Norton with the Louisville & Nashville, at Kenova it crosses to Portsmouth, Ohio, where it connects with the Cincinnati & Columbus, and at the latter place with the Ohio, Cincinnati & St. Louis, and thence with Chicago and the West. From Bristol it connects with the Tennessee, Virginia & Georgia, and at Lynchburg with various other lines running south. Through the Louisville & Nashville important western connections are made. This road taps the great grazing and farming country of Western Virginia, North Carolina, Eastern Tennessee, Kentucky and the Lake and Central States, the coal and mining region of the backbone of the East, the grain fields of the West and the cotton and lumber regions of the South; iron, steel,

coke, tobacco and other valuable products are also brought here in great quantities by this road.

The Seaboard Air Line connects Norfolk and Portsmouth via Atlanta with Jacksonville, Florida, and Havana, Cuba. Through Central North and South Carolina and Georgia it takes its way, through the cotton and tobacco belt, and via Atlanta connects with Pensacola, New Orleans, Memphis, Chattanooga, Nashville, and via Macon with Savannah and all of Florida's principal cities. At New Orleans it connects with the Southern Pacific and Texas Pacific, thus reaching Southern California and San Francisco, whence it runs, as occasion demands, solid through trains to Norfolk and Portsmouth. A branch from Monroe runs to the heart of the Alleghanies in "The Land of the Sky," as Western North Carolina is appropriately termed. Branches also connect it with Wilmington and Charleston on the Southern Atlantic Coast, with Raleigh via Weldon and with Richmond via Ridgeway, and soon it will reach Washington and the North, while from Boykins a branch to Lewiston, North Carolina, connects with the sound section and various other spurs make the whole Southern field open to its trade. The iron mills of Alabama and Georgia, the health resorts of the latter State and the Carolinas, and the wonderfully productive sections of Mississippi, Louisiana and Texas are also contributory. This road is still young, but, like a young giant, it grows with rapid stride, and each year finds it more a power and a benefit, thanks to the policy followed by its management.

The Norfolk & Carolina Railroad is the Atlantic Coast Line's feeder from Norfolk and Portsmouth, and its outlet to deep water. The road has grown from a small lumber road to be of considerable consequence, and now reaches a field of export and import commensurate with its opportunity. The lumber regions of the Tar, Roanoke and other North Carolina rivers are reached by it, and the cotton, peanut and truck sections traversed by it

are very rich. The road is prosperous and well run.

The Atlantic Coast Line has its Norfolk terminus at Pinner's Point, along with the Southern Railway and the Norfolk & Carolina, which road picked this spot in the "eighties." Of this main line may be said:

The 15 Southern roads that make up what is known as the Atlantic Coast Line system, with an aggregate of 1,216 miles, traverse a region that is infinitely rich in undeveloped and partly developed resources, agricultural and industrial. The territory of this system extends from Norfolk and Portsmouth on the north to Charleston, Columbia, Orangeburg and Denmark, South Carolina, on the south, the main line and its widely ramifying branches reaching into almost every part of this area.

The agricultural products of this region have a wide range in point of variety, comprising cotton, corn, tobacco, wheat, oats, rye, broom corn, sweet and Irish potatoes, peaches, pears, figs, grapes, and almost every fruit and vegetable that will grow out of the tropics. Almost the whole region is underlaid with marl, a very valuable fertilizing material. Cotton is grown in every part of this area, though more largely in North and South Carolina than in Virginia. In much of this territory peanuts are extensively grown and make a profitable crop. Clover and other cultivated grains do well. Broom corn is grown to some extent. Sweet potatoes make one of the most profitable crops of this region. Tobacco is one of the important crops of this section, but it is not grown over the whole area. Rice is, of course, a staple, and one of the most important crops of the southern part of this section. Corn is the staple crop in all this area. There is no other product of the soil so manifestly at home in this section as the grape, and nowhere else can this fruit be more easily and more advantageously cultivated. Many varieties grow wild, yielding in utmost profusion,—not the small, sour grapes that grow wild in the North,—but rich, luscious fruit. Grape cul-

ture and wine making have come to be important and profitable industries. Asparagus, strawberries and truck of all kinds are grown in this region. The area under consideration is also rich in the variety and the extent of its forest growth.

The railroads of this region, as well as the landowners and the people generally, are thoroughly aroused on the subject of immigration. They do not want any pauper immigration, but they do want thrifty and reputable farmers to come in and utilize the resources that are lying waste. They realize the great benefits to the whole section that would accompany a large increase in population.

The great Southern Railway has, in connection with the Atlantic Coast Line and the Norfolk & Carolina road, its terminal at Pinner's Point, and the tremendous plant here located is worthy a special story of itself. The Southern has wide ramifications and is connected with every road worthy the name in the South. Nearly all of this the Southern had before it came to this port, but the port was necessary, as the Southern had no great deep-water terminus, and to keep pace with the time must have one. In looking over the coast line the very natural selection fell here, and the great plant of miles of shifting track, immense warehouses and other necessary adjuncts of a port terminal were built.

Let us see what it brought Norfolk and Portsmouth: A through line to Atlanta but a few miles (generally less than 100) further inland than the Seaboard Air Line, and beyond the Gate City to Brunswick, Georgia, and as far south as Palatka, Florida. Again, its great ramifications connect Norfolk and Portsmouth with a network of roads bearing the Southern's stamp of the broad-arrow cut "S" in the richest sections of Kentucky, Tennessee, Mississippi, Alabama, Georgia and North and South Carolina. As a result, it pours into its warehouses at Pinner's Point tobacco, cotton, lumber, pitch, turpentine, lime, dye stuff, copper bars, pig iron, steel and a thousand and

one products of Southern fields, forests, mountains and streams. Nearly 6,000 miles of railroad through this system directly contribute to Norfolk's greatness, and through its connections probably 30,000 miles more are made tributary to this port. By this road also the Southwestern passenger traffic to the near-by seaside resorts of Norfolk is largely increased, the public promptly availing itself of the chance of reaching this favored section.

The Atlantic & Danville branch of this road, recently secured, connects Norfolk and Portsmouth with Danville and the wonderful copper mines of Northern North Carolina. It runs through the rich lumber and tobacco belt of Southern Virginia and Northern North Carolina, and three things (principally) have made this section of the road.—tobacco, lumber and passengers. The variety and value of the lumber is very great, and to get an idea of the tobacco traffic it is only necessary to visit Pinner's Point, where there are rarely less than 1,000 hogsheads in warehouses for shipment, though steamers are daily lading them as part cargo for Europe; or to simply state the fact that the loose tobacco handled on the Danville market is only second in amount and generally first in value of any city in America or the world. Cotton, leather and other products, raw and manufactured, contribute not a little to the total shipments to Norfolk and Portsmouth. The Atlantic & Danville makes tributary all the section from Lynchburg, Virginia, to Goldsboro, North Carolina, and at Danville connects with the Southern Railway, thus drawing to its section and eventually to Norfolk and Portsmouth the products of sections further south.

The Chesapeake & Ohio Railway has its principal terminal in Newport News, but also a distinct Norfolk terminal, where its local business is handled, as does also the New York, Philadelphia, & Norfolk, whose main freight terminals are at Cape Charles City, across Chesapeake Bay, and at Port Norfolk, across this harbor (Norfolk's) and at the

gateway of the Belt Line, of which railway the Chesapeake & Ohio is also a contributing member.

The Chesapeake & Ohio Railway taps the great West and Northwest, the centers of grain, hay, oats, wheat and other farm products, packing-house products, meat products, dairy products, cattle, hogs, horses, Western manufactures, etc., and their immense warehouses here and at the mouth of the James River supply cargoes for several fleets of steamers constantly running.

The New York, Philadelphia & Norfolk Railroad runs from Norfolk to Philadelphia, connecting there with the Pennsylvania system and through it with great Northern roads, furnishing a territory for Norfolk products and bringing to Norfolk the manufactures of the North for distribution to other points south.

Its enormous warehouses at Port Norfolk are a credit to any railway system and its fleet of car-floats, tugs, barges, house-barges and steamers of deep red are an excellent foil in number and color to the like fleets of deep yellow floated by the Chesapeake & Ohio.

The extent to which the Western business cuts a figure with the railroads of the South may be realized when it is known that at most important Southern centers freight from the West has three times the tonnage of freight from the East, and this is not all, or even half, made up of grain, hay and hog products, as most people think. The miscellaneous freight, other than these items, and not including iron and steel, about equals the miscellaneous freight from the East. The proportion of Western tonnage to Eastern is steadily increasing here.

The Chesapeake Transit Company, another projected electric railway, expects to run from Cape Henry to Norfolk and connect to the southeastward with Virginia Beach and the Chautauqua Assembly Grounds, while at Norfolk it will make connection with the numerous ramifying lines running to other growing suburbs and watering places.

The Newport News, Pig Point & Norfolk Railway is, it is understood, already begun, and when completed will run a ferry from Newport News to Pig Point, at the mouth of the Nansemond River, then an electric railway across the wonderfully productive Western Branch trucking section and via Port Norfolk to Portsmouth and via ferry to Norfolk. It will complete the belting of the port with steel and steam.

These, with the Belt Line, are the railway systems Norfolk and Portsmouth present as port adjuncts.

The great railroads of the country are centering here, the business of the country looks toward this port and the rails are lengthening into the sunset West, the auroraed North and the land of the Southern Cross, their center and hope being Norfolk and Portsmouth.

The times are ripe for Norfolk and Portsmouth to become the railroad metropolis of the country, and if relations are properly cultivated with the capital looking for investment, they will be this and more. But there must be unity and hard and unremitting work. The result will surprise the most sanguine.

One by one the great railway systems have recognized the vast opportunities and natural advantages of Norfolk and Portsmouth as a distributing point, and have not been slow in securing a right of way to our doors, and each new addition to our rolling stock has rendered it more imperative that others follow their example, and those already here have found it necessary to enlarge their terminal facilities to accommodate their rapidly developing traffic. Steamship and steamboat lines caught the fever, and immense warehouses and wharf properties have sprung into existence, as if by magic, to facilitate the handling of freight and accommodate the increased demand.

The result has been the rapid development of the business interests of Norfolk and Portsmouth in every line, the establishment of direct lines to Europe and the vast improvement in our coastwise and local transportation.

In view of the fact that Norfolk and Ports-

mouth are now the terminus of numerous great railway systems placing them in direct and easy communication with every part of our great country, that through their innumerable steamship and steamboat lines and sailing vessels which connect here with every point in Tidewater Virginia and North Carolina, as well as every important city on the Atlantic Coast and in Europe, it is not strange that Norfolk and Portsmouth are fast gaining a world-wide reputation as a distributing point for the products of manufacture and agriculture.

Particular notice should be made of the Belt Line for numerous reasons, and the first of these is, that while it has no terminal apparent it has in reality as many as there are railroads terminating in this port. It begins in the middle of the Norfolk & Carolina track and ends in the middle of the Norfolk & Western. It is but six miles in actual length, but unites tens of thousands of miles of railways reaching every section of the country. It is not a passenger thoroughfare, but a freight distributor, yet the private coaches of some of the biggest railway magnates in the land pass over it. It is continued by the New York, Philadelphia & Norfolk at the one end and the Norfolk & Western at the other, and thus forms a link in the semicircle of steel and steam from Port Norfolk or Pinner's Point to Lambert's Point or Willoughby Spit. It is the gatherer and distributor of freights for all the roads, one to the other, and has yet a distinct and separate business of its own. Its own equipment is small and is rarely seen on other roads, yet the rolling stock equipment of nearly every other road in the country is to be seen on its tracks. I would not dare say it owned a single freight car, yet probably fully 250 freight cars are hauled over its tracks every working day of the calendar year. At present it is a single-track road but six miles in length, still even now its side tracks, spurs and switches nearly equal its length, and with the continuation of the rapid development of in-

dustrial plants along its territory another year,—for the road is yet an infant in years,—will see those same branches and spurs multiplied fourfold.

Another curious thing about the road is that while it has fixed charges and does a thriving, rapidly increasing and valuable business, the greater part of its revenue comes from the railroads of which it is the connecting link and not from the individual or industry, the road being to each railroad a toll-bridge extending that road to the firm or factory it desires to reach, situated on the neutral territory of the Belt Line's circuit, for which extension of its rails the road so accommodated pays.

Seven great railways form the stock company owning the belt, two of which form its entrance-way and debouchment, and one of the owners must pay the right-of-way charges to the one of the other six to get its cars to the coveted tracks. This, however, will eventually bring about the extension of the belt along the Norfolk & Western tracks direct to Norfolk and possibly through the city.

The Belt Line was long worked for, hoped for and prayed for before it came, and it is chiefly due to the pertinacity of a few men, who early saw its need and the advantages it offered, that it is now here. Several roads at various times were prevailed upon to look at the idea with favorable eyes, but none of them was able to force the situation and take advantage of public sentiment, which was sporadic and intermittent, and the railroads' interest at the same moment until 1897, when the right men in railroad, public and press circles were at one and the same time located and the matter was simple and easy.

The right of way was secured, the road organized, built and equipped, and September 1, 1898, was opened. There was no hurrah; no special train, banquet, speechmaking, etc. The road was ready; the road opened for business and the greatest transportation feat this port has ever known and the one which, perhaps,

had more of the future greatness of the port in it than any other one achievement in railroad enterprise here, was an established fact.

At first one small engine handled the 40 to 50 loaded and empty freight cars hauled over the track, shifted from one road to another or from factory and mill to the road-way billing the same. Now two big shifting engines of 90 tons each are necessary to handle the 150 loaded and 100 empties which it takes, three trains each way, per day, to haul.

To the unthinking person, who knew Norfolk and Portsmouth two decades ago, the development of transportation facilities to their present importance will seem like the realization of an "Arabian Nights" dream. To the person of intellect, who can link cause and effect, they will seem merely like the working out of a single mathematical problem; the accomplishment of a result that is certain.

The transportation facilities of Norfolk and Portsmouth 20 years ago consisted of two short railway lines with a total of less than 500 miles of track. In less than a quarter of a century this little mileage increased until the railroads that now reach Norfolk and Portsmouth have a grand total of 11,739 miles and penetrate to every section of the country. These lines are all connected by the Belt Line that encircles the cities of Norfolk and Portsmouth and the town of Berkley.

That these great railroad systems have abundant faith in the great future of Norfolk and Portsmouth is evidenced by the substantial improvements that they have made and are making at this port. Within the past few years they have invested enormous amounts in lands and buildings. In their purchases they have wisely provided for the future by securing much greater areas than needed for the present and their wisdom has been proven by the large advancement in value since their purchase. The tendency still continues among the great railway systems to reach tidewater at this port, for destiny points to Norfolk and her sister city as the coming metropolis of the Southern Atlantic Coast.

The transportation facilities by water, both coastwise and foreign, have kept pace with the railroad development. In old days Norfolk and Portsmouth sent out many ships, and the white wings of her trading vessels traversed the pathways of commerce on many seas, but the coming of steam has changed the character of their fleet and multiplied their shipping.

Each year sees a gratifying addition to the sum total of the ships that go to and from this port and, in the steamships for passenger service, a notable improvement in their general appointments, so that now many of the passenger and freight steamships that ply between Norfolk and Portsmouth and other ports will compare favorably with any in America of foreign waters.

THE CLIMATE.

But to return a few moments to an original proposition of this article and expand it to plain view, as the railroad proposition has been spread before the reader, Norfolk County's climate and conditions are worthy deliberate and close scrutiny; such study will well repay the time taken in the glance, and explain one great reason for her attraction to business men.

The following tables and statements are carefully compiled and show plainly: First, the highest temperature recorded by the office of the United States Weather Bureau at Norfolk during the past 29 years; second, the lowest temperature during the same period; third, the temperature and rainfall; and fourth, some general averages deduced from these figures. The whole was skillfully compiled by J. J. Gray, observer at Norfolk, and his able associates.

The highest temperature ever recorded during each month was:

	Deg.
January 13, 1890	76
February 4, 1890	82
March 22, 1894	88
April 18, 1896	95

May 26, 1880.....	98
June 9, 1874.....	102
July 10, 1876.....	102
August 5, 1899.....	99
September 19, 1895.....	100
October 5, 1894.....	89
November 9, 1888.....	80
December 26, 1891.....	75

The lowest temperature ever recorded during each month was:

	Deg.
January 17, 1893.....	6
February 8, 1895.....	2
March 14, 1888.....	14
April 6, 1898.....	31
May 1, 1876.....	38
June 1, 1894.....	49
July 9, 1892.....	57
August 24, 1888.....	56
September 30, 1888.....	40
October 15, 1876.....	31
November 29, 1872.....	20
December 30, 1880.....	6

The highest temperature at Norfolk, Virginia, for a period of 29 years was 102 degrees, June 9, 1874, and July 10, 1876; the lowest was 2 degrees above zero, February 8, 1895.

The following table gives the average temperature and rainfall by months, at Norfolk, Virginia, deduced from observations covering a period of 29 years:

Month	Average Temperature degrees	Average Rainfall inches
January	41.	3.60
February	42.	5.55
March	47.	4.54
April	57.	4.01
May	66.	4.47
June	75.	4.33
July	78.	6.00
August	77.	5.80
September	72.	4.25
October	61.	3.86
November	51.	2.98
December	43.	3.60

Average annual temperature for Norfolk, 59 degrees.

Average annual rainfall for Norfolk, 52.99 inches.

The greatest rainfall in shortest duration of time was five inches in three hours and 45 minutes, August 14, 1898.

Summer rains are usually of short duration and heavy; winter rains are usually of much longer duration and light.

Rainfall is greatest in July and August; least in November, December and January.

STEAMSHIP LINES.

The route from St. Louis, Missouri, to Europe via Norfolk and Portsmouth is 300 miles shorter than the route via New York. This means a saving in freights. A little saving on small shipments, a big saving on big shipments.

In these days of close competition and narrow margins the matter of savings in freight charges is worthy of consideration. Norfolk's port charges are also light. Shippers should study the figures that show Norfolk's steadily increasing shipments.

In looking at the shipping of the port of Norfolk and Portsmouth as the center factor in the great development of this section, no claim is made that Norfolk has it all, as Newport News is a very considerable factor in shipping enterprises, but the greatest energy and greatest local benefit undoubtedly accrue to the inner harbor, and for that reason its statistics will be used as an indication of the whole.

STEAMSHIP LINES.

Norfolk has several foreign transportation lines at present, four of which are of large dimensions and control large fleets of self-owned and chartered steamships. These are the William Johnston & Company (Limited) Blue Cross Line, the North American Transport Line, the United States Shipping Company and Barber & Company. Besides these and but lately started are the Norfolk & West Indian Fruit & Steamship Company, Huds-path & Company and the Neptune Line, which seven lines sail an average of about eight steamships per week, many of them being of the largest size of freighters afloat. But one of these lines carries passengers, but the wedge

has found lodgment, and a year or two will probably see passenger lines established to several of the great foreign ports.

Beside these, the number of steamships, foreign, calling for bunker coal was very great and is rapidly on the increase, the number of steamers, foreign, clearing from this port during the past year being very nearly an average of two per day for every day in the year.

Among the prominent foreign ports reached by steamship from Norfolk are London, Liverpool, Glasgow, Cork, Belfast, Hull, Aarhus, Rotterdam, Antwerp, Amsterdam, Hamburg, Bremen, Marseilles, Barcelona, Trieste, Naples, Alexandria, Cape Town, Rio de Janeiro, Kingston, Tampico, Havana, Vera Cruz, Colon, Honolulu, Hong Kong, Manila and numerous others, or practically every important port of every country of note in the known world, and wherever steamer floats and coal is used there Norfolk is known.

The Old Dominion Steamship Line was organized in 1867; N. L. McCready, president; Isaac Bell, vice-president; with two ships making two trips a week between Norfolk, Richmond and New York. The tonnage was small but rates high,—\$5.00 per hogshead for tobacco. Business increased and in 1896 required a daily service, and now the company has six large ships and another in contemplation. The officers at present are: W. L. Guillander, president; William Rowland, vice-president; P. J. S. Sammis, treasurer; H. B. Walker, secretary and traffic manager. The business is constantly increasing. This line serves as a connecting link for freight between the New York, Philadelphia & Norfolk Railroad, Chesapeake & Ohio Railway, Southern Railway, Seaboard Air Line, Atlantic Coast Line, and has a large local business besides. The Old Dominion Steamship Line enables trucking industries to thrive, giving them a daily outlet to New York City, which is the largest point of consumption in the United States.

Herewith are presented some statistics regarding exports and imports:

EXPORTS FOR 1900.

Shipments for each Month.

January	\$ 1,348,698
February	1,808,837
March	670,572
April	1,049,542
May	1,171,184
June	804,110
July	844,717
August	713,121
September	444,826
October	633,125
November	937,589
December	881,932

Total\$11,505,729

The following is a comparative statement for nine years of the exports and imports, taken from the records of the Custom House:

EXPORTS.

1892	\$ 8,382,412
1893	10,696,556
1894	8,249,138
1895	6,504,204
1896	15,543,882
1897	15,399,456
1898	13,609,657
1899	14,670,803
1900	11,505,729

IMPORTS.

1892	\$ 37,891
1893	109,957
1894	100,169
1895	187,485
1896	216,273
1897	238,868
1898	203,992
1899	206,515
1900	318,401

The statement herewith given shows a large increase in the number of ships and tonnage entered and cleared during nine years past:*

	ENTERED.	TONS.	CLEARED.	TONS.
1892.....	56	65,395	528	696,217
1893.....	73	73,316	491	678,986
1894.....	49	52,456	487	624,053
1895.....	49	61,742	340	481,739
1896.....	87	139,473	501	805,110
1897.....	1,975	195,254	2,168	891,226
1898.....	2,368	245,337	2,563	962,116
1899.....	2,442	197,148	2,569	1,111,136
1900.....	3,023	292,910	3,083	1,645,440

*The tonnage of coastwise vessels entering and clearing is not given in this table.

We give herewith some interesting figures of Norfolk and Portsmouth's trade:

Exports	\$ 11,505,729
Cotton	13,000,000
Lumber	12,000,000
Manufactures	55,525,000
General trade	62,345,000
Coal	8,000,000
Trucking	6,000,000
Oysters and fish	3,000,000
Peanuts	1,750,000
Horses, mules and cattle.....	1,550,000
Fertilizers	4,000,000
Real estate	3,731,963
Buildings	1,550,000
Total	\$183,957,692

The Statistical Abstract for 1900, from the United States Government reports, shows that shipments of merchandise from Norfolk and Portsmouth were:

	Exports.	Imports.
1890	\$ 6,958,369	\$ 54,948
1900	\$34,758,323	\$2,110,852

The transfers of real estate for the past 11 years have been as follows:

	NORFOLK.	PORTSMOUTH.	NORFOLK CO.
1890.....	\$2,540,695	\$734,900	\$3,801,003
1891.....	1,720,669	222,740	3,121,919
1892.....	1,920,276	435,112	1,926,657
1893.....	2,099,040	467,070	977,035
1894.....	1,651,449	325,416	664,207
1895.....	2,668,992	216,610	1,153,616
1896.....	1,136,678	406,435	1,667,878
1897.....	1,299,641	210,244	1,330,349
1898.....	1,858,805	235,490	1,125,481
1899.....	2,944,984	592,109	2,452,651
1900.....	2,044,086	556,876	1,130,999

The shipments of coal from the port of Norfolk for the year ending December 31, 1900, were as follows:*

*From the *Norfolk Journal of Commerce*.

COAL EXPORTED, INCLUDING BUNKER.

	Tons.
Pocahontas	1,932,824
Local	180,530
Total	2,113,354
Toms Creek and other coal exported.....	236,746
Grand total.....	2,350,100

VESSELS ENGAGED IN HANDLING COAL.

Foreign:	
Bunker steamers	685
Cargo and bunker steamers.....	126
Cargo steamers exclusively.....	31
Sail vessels	19
Total	861
Coastwise:	
Steamers	138
Ocean barges and tugs.....	577
Schooners	239
Total	954
Grand total	1,815

THE VIRGINIA PILOTS.

In Henning's Statutes (Vol. 2, Page 35) is found the following Act in regard to pilots, passed March, 1660-61, being the first legal authority for pilotage:

Whereas there hath been a gennerall complaint made by masters of shippes that wee had neither pilotte nor beacons to direct them in their bringing their shippes upwards: It is ordered that Capt. William Oewin bee made cheife pilott of James river and that for his encouragement therein he shall be paid for the pillotage of all vessels above eighty tunnes, five pounds sterling, if he be employed, and if not employed fourty shillings. And every master of a shipp or vessel that shall anchor within Point Comfort having or not having a pilott to pay thirty shillings to the said pilott for beacorage, And it is further ordered that the said pilott shall make, place and maintaine good and sufficient beacons in all necessary places from Willoughbies Shole including the whole Shole to James Cittie, And all such beacons afterwards lost, removed or wanting repaire to be renewed or repaired within fifteen days by the said pilott.

Henning, Vol. 6, Page 90, 1775.—The Governor or Commander-in-Chief was required to appoint persons to examine pilots in each district of the Colony, who should certify such as passed satisfactorily to the Governor or Commander-in-Chief, who would thereupon make the appointment and assign the appointee to a branch. The partnership of more than two pilots was prohibited: the fee for pilotage to Norfolk was 1s. 8d. per foot and the pilot was required to produce the schedule of legal fees to the master of the vessel.

Henning, Vol. 7, Page 580.—The County Courts were directed to appoint three persons to examine applicants on paying 20 shilling fee; if applicant passed, the court made appointment and assigned the new pilot to a branch.

Henning, Vol. 9, Page 470, 1778,—The commissioners of the navy were authorized from time to time to vary the rates of pilotage and to regulate the fees of pilots within the Commonwealth. The General Assembly which convened in Richmond on the 5th day of May, 1783, in order to prevent ignorant, unskillful persons from undertaking pilotage, elected Paul Loyall, Thomas Brown, James Barron, John Gwinn, Edward Cowper, Charles Baily and William Ballard, or any three of them, to examine every person that should desire to be a pilot, he first producing a certificate from the County Court where he resided of his honesty and good behavior, paying down to the examiners the sum of 30 shillings, and if upon examination the person should appear of sufficient skill and ability, thereupon he was granted a branch and thenceforth he would be reputed a lawful pilot. Every pilot before he took his branch was required to take at least one white apprentice to instruct in the art of his business. This law was amended so as to allow partnership not exceeding four and increasing fees one-fifth more for vessels drawing upward of 10 feet water. The legislature on the 15th day of December, 1791, divided pilots into first, second and third classes. The first class was allowed to pilot any size vessel; the second was confined to vessels whose draft of water did not exceed 12 feet, and those of the third class could not pilot vessels drawing over nine feet. Every applicant for examination should produce proof that he had served as an apprentice for a term of five years. Every pilot boat was required to have its name painted, 10 feet below the head of the foresail, and the port to which it belonged in letters of not less than nine inches in length.

Thus we have a brief outline of the beginning of this service dating back to 1660

with a commission to one man by the Governor of the State of Virginia 240 years ago, in response to the request of shipmasters for pilots who would always be on hand for their vessels, until with a steady growing commerce and demand for more pilots their numbers have been increased from time to time, when the present finds them fully equipped in every respect, and prepared to handle all ships coming to the ports of Virginia.

At the beginning of the Confederate War the pilots had five boats (all sail), named as follows—"Reindeer," "Plume," "Antelope," "Hope" and "York." For several years previous to the war the pilots with these boats were commissioned by the State of Virginia to prevent escape of slaves to Northern ports and there were constantly two of them on duty.—one in the York River and another in Hampton Roads. It was the duty of the pilots in charge to inspect all vessels, especially those bound to Northern ports, searching carefully for escaping negroes, and many an interesting story can be related by those who performed this duty to the State. These boats were provided with bow-chasers, and vessels whose captains refused to heave to were promptly rounded up by a shot across the bows.

The "Reindeer" was on duty in Hampton Roads and the "Antelope" in the York River when war broke out, but all boats were withdrawn by order of the Governor at this time; the "Plume" and "Hope" were held in Richmond for service until the evacuation of that city, when both boats were sunk by the Confederates as obstructions in the James River, the pilots receiving no compensation for them. The "Reindeer" was stranded on the Berkley Flats in Norfolk harbor. The "Antelope," which was sunk above Norfolk Navy Yard, was gotten up and subsequently used in the Coast Survey. The "York" entered service as a privateer, with Capt. Oscar E. Edwards as one of the prize officers, making several captures and a good record.

The pilots then served their State in their capacity, and the famous battle between the

"Monitor" and the "Virginia" found five of them on board the latter vessel—Capt. William Parrish, chief pilot; Hezekiah Williams, William Clarke, George Wright and Thomas Cunningham; Captain Parrish was standing in the scuttle of the "Virginia" during her engagement with the "Cumberland" off Newport News Point when a ball cut away his watch-chain, penetrated his clothing and wounded Commodore Buchanan.

The pilot association was immediately reorganized after the war through the exertions of Capt. Oscar E. Edwards, who ever since has occupied the position of president, successfully representing the status of a State pilot, and is held in high esteem by the men with whom he has been so long identified.

The State, recognizing over 200 years ago the necessity for a regular system of pilotage, has by legislative enactments repeatedly sustained that which is deemed indispensable to commerce. She has at all times seen that sufficient encouragement was given to insure the maintenance of a proper system and intelligent service in connection with her maritime interest.

Beginning with 1660 and the call for one pilot, their numbers have increased with the growing requirements of shipping until at the present 29 regularly commissioned pilots constitute their force, and, anticipating a possible need for more, the Virginia Pilot Association has at present 13 young men who after having finished their apprenticeship will augment considerably the pilot service of Virginia.

The legislature makes laws for their governance, fixes their rates, applies conditions and restrictions and gives a Board of Pilot commissioners whose members are representative men selected by the Court of Elizabeth City County and the Corporation Court of Norfolk City from the communities where center the maritime interests. These gentlemen sit as impartial judges of all matters and decide finally any question which may be brought up for their consideration. They are empowered to settle all questions which may arise be-

tween pilots and masters of ships, to examine into charges of a culpable nature, to issue licenses to perform the duties of a pilot when competency is proven,—in fact, are a little court unto themselves, and knowing well the intricacies of the business can quickly and intelligently decide every matter of consequence to shipping, insuring thereby perfection of a system which commerce recognizes as the highest service to it. Kent states that the services of a pilot are of such an important nature that they approach those of salvage, and it is possible even when employed on board by extraordinary endeavors to earn salvage. After furnishing rates and otherwise providing for their governance, the legislature leaves detail work to the pilots, who make by-laws, purchase their vessel property to enable them to carry on the business, carefully select apprentices and in every particular conduct the business in a way consonant with the safety of ships and interest of our ports. Having a few years ago a plant which cost but \$20,000, changing conditions have necessitated an extra expenditure of \$55,000 and yearly expenses which reach a total of \$40,000. They are equipped with one of the finest steam pilot boats on the coast, remain off Cape Henry day and night, in calm and storm, hazard their lives frequently in going on board ships, are subject to the severest exposure and lead generally a dangerous calling. Formerly cruising in sail-boats and maintaining their business at infinitely less cost, the gradual supremacy of steam necessitated the purchase of a \$55,000 steamer for their purpose.

Keeping pace with commerce, the pilots have as occasion required enlarged their system, augmented their forces and in every respect maintain an efficient service to the merchant marine of Virginia.

Their relations to commerce are specifically as follows—to meet incoming vessels and insure as specialist safe conduct to and from the ports of Virginia. Boarding them as soon as entering pilot limits, they are given charge by the captains and the responsibilities of a

pilot then begin and do not end until the vessel in his care is safely anchored in harbor or moored alongside a dock.

State law makes public servants of them in the furtherance of the quarantine system (Art. 35, Act April 19, 1882), and acting directly under this they have, as soon as boarding a ship, to inquire into the health of the crew, ports from which she has recently come and to make inquiries generally, bringing such as are liable to inspection to the proper anchorage, where they are boarded by the quarantine officers, who examine into the health of the crew and fully satisfy themselves that there is no danger of infection before allowing them to proceed to our ports. Being the first to meet incoming ships and directing them as above, pilots are inseparably identified with the quarantine service, and help to protect not only commerce but public health, preventing by their co-operation with the health authorities the introduction of contagious diseases in our midst. Quarantine officers in appreciation of this co-operation have a number of times issued memorials to the State Legislature, acknowledging that without the pilots' assistance quarantine could not be satisfactorily conducted.

Recognized locally as masters of ships in their care, they are looked to for safety of same, and before engaging in this service have to pass a rigid examination before the Board of Pilot Commissioners and in addition give bond for their good behavior and proper performance of their duties.

Regarded as life and property savers, they frequently rescue ships from perilous positions through opportune assistance of their powerful boat, and it will be seen that as a means of security to shipping and public good they are an indispensable adjunct to commerce, merchants, insurance companies, masters of ships and health conditions of our ports.

Apprentices before being accepted have the following essentials to meet: The young man must be between 16 and 18 years of age, of good moral character, must produce evidence

from his last teacher that he at least has a good common-school education, and a certificate from a physician that he is not troubled with color blindness and that he is otherwise sound physically. Being thoroughly disciplined by the pilots and required by the legislature to serve five years apprenticeship to those regularly authorized, they are through the five most important years of life confined to their duties on board the pilot-boats, where they have constantly to take soundings, ascertain courses and bearings, receive instructions as to landmarks for the more intricate parts of the channels, have frequent instructions from their superiors in the art of piloting and in every particular acquire the necessary knowledge of their future vocation. Instantaneous judgment and a good nerve are prime requisites and those in this business not infrequently find themselves in positions where both have to be promptly exercised. Crawling up by degrees, they are divided into first, second and third class and receive (according to the last classification of pilots by the legislature) first a 12-foot branch, then as they advance and become more competent a 15-foot one is awarded, when, if after expiration of their apprenticeship attention and faithfulness to their duties fitted them for their last and final papers (usually designated as a full branch), he enters upon equality with his former masters, and a reward for which he has toiled through five years of deprivation and hardship. Having cast his lot with the commercial interest of the State for better or worse, fitting himself solely for one thing and for operation in a limited field, he cannot pursue his calling in another State, cannot when business is dull seek employment elsewhere, but must remain and share with the varying conditions of commerce, unfit for all work, he becomes wedded to commerce and his State.

With a rapid increase in size and value of ship and cargo, ranging from \$100,000 to several millions, involving a greater necessity for averting accidents, there is a correspondingly greater responsibility and necessity for men

whose previous training insures the best service and specifically fits them for a work of such moment to the interest of the State generally.

Under the present circumstances accidents are exceedingly rare, and any dereliction of duty or act showing unskillfulness is promptly

met by punishment decided by the Board of Pilot Commissioners. Their training, however, is so thorough, and penalties of such severity that the highest possible service is secured, seldom an accident of any consequence occurs and the wheels of commerce run smoothly along.

CHAPTER XX

STATISTICS OF THE POPULATION

TITHES AND TITHABLES FROM EARLY COURT RECORDS—POPULATION OF NORFOLK COUNTY,
1790-1900, FROM THE CENSUS REPORTS—POPULATION OF NORFOLK AND PORTSMOUTH
—THE 1900 CENSUS BY WARDS AND DISTRICTS.

The first Assembly ever held in Virginia was convened in June, 1619, at Jamestown, which was then and for many years called "James City;" but the first Act relating to taxes of which I find any record was passed at the March session, 1623-24, prohibiting the Governor from laying any taxes or imposition upon this Colony, their lands or commodities in any other way than by authority of the Grand Assembly. So I must conclude that, prior to this Act, the Governor imposed taxes. On March 5, 1623-24, the Assembly enacted that "there shall be in every parish a public granary into which there shall be contributed for every planter exceeding the age of 18, alive at the crop after he hath been here a year, a bushel of corn, the which shall be disposed for the public uses of every parish by the major part of the freemen, the remainder yearly to be taken out by the owners at St. Thomas' his day and the new bushel to be put in the room." (Hen., Vol. I, Page 125.)

There was also a levy of 10 pounds of tobacco upon every male head above the age of 16, to defray public debts. In October, 1629, a specific levy was made of five pounds of tobacco on the master of every family and every freeman to pay for powder, wine and provisions used by the soldiers, and at the same time

the burgesses were directed to make a list of the tithable persons within their plantations. A tax of 64 pounds of tobacco was levied upon every tithable person in the Colony (September, 1632), to meet public charges amounting to 124,056 pounds of tobacco. The revenue law of 1639 levied 16 pounds of tobacco per poll, and of 1643-44 nine pounds per poll.

The heads of families were made responsible for all public dues charged to freemen within their family and an additional levy of 18 pounds of tobacco per poll was made to pay for powder and expenses of Sir William Berkeley's voyage. A new mode of taxation was instituted in November, 1645, because the old way was found inconvenient and had become insupportable for the poorer classes to bear. This assessed four pounds of tobacco on 100 acres of land, four pounds on one cow three years old, 32 pounds each on horses, mares and geldings, four pounds on breeding sheep, two pounds on a breeding goat and 20 pounds on each tithable person. The tax lists were to be made yearly by the 25th day of June and returned to the secretary's office. It appears that this law was evaded, and in October, 1646, a new list was ordered to be made by appointees of the county commissioners, to be reported to the next Grand Assembly.

On the 5th day of November, 1646, the County Court levied the assessment to meet the public expenses as follows:

329 tithable persons at 25 pounds of tobacco per poll	8,225	lbs.
400 coves at 5 pounds of tobacco each.....	2,450	lbs.
163 goates at 2½ pounds of tobacco each....	407½	lbs.
2 horses at 40 pounds of tobacco each....	80	lbs.
38,000 acres of land at 5 lbs. of tobacco per 100 acres	1,900	lbs.

Total tax 13,062½ lbs.

It appears from this assessment that there were only two horses in the county of Lower Norfolk at this time. The next year, on the 15th day of November, 1647, the levy was on

360 tithable persons at 15 pounds of tobacco per poll	5,400	lbs.
546 coves at 3 pounds of tobacco each....	1,638	lbs.
121 goates at 1½ pounds of tobacco each....	181½	lbs.
5 horses and mares at 24 pounds of tobacco each	120	lbs.
36,560 acres of land at 3 pounds of tobacco per 100 acres	1,097	lbs.

The people, cows and horses increased but the goats and land decreased. These levies were for county expenses and not for State levies as rated in the Act of 1645 stated above.

A penalty of double tax was affixed for concealing taxable property and thereafter persons who should give in false lists to the officer should forfeit treble the sum due for his taxes. As the tax on property was made especially for the support of the war, it was repealed in October, 1648, when peace was declared and the old custom of poll tax was revived or rather retained. In October, 1644, a public levy of 1,776 pounds of tobacco on 296 tithable persons in Lower Norfolk County was made for defraying the expenses of the expedition against the Pamunkey Indians. The list of tithable persons embraced all free male persons over the age of 16 and the Act of October extended it to cover all male servants (whatsoever age imported thereafter; which was extended in March, 1658, to embrace all negroes and Indian servants, male or female; but native Christians and free persons under the age of 16 were excepted. The Act of this date required the master of every family to

present the list to the clerk of the court, failing to meet the requirements was repealed in March, 1659, and sheriffs were again required to make the lists, but in October, 1661, it was alleged that fraud of sheriffs in returning lists had greatly augmented the taxes of the Colony, so each county was divided into four precincts, in each of which a commissioner was appointed, to whom the constable in each precinct warned the people to bring their lists of tithables by the 10th day of June. In March, 1662, tithables were all male persons, negroes male or female. Indian servants male or female, above 16 years of age. Eighty pounds of tobacco were assessed against every tithable person in Virginia for paying the public levy of the country in 1682. In 1782 the poll tax was 10 shillings on every free male person over the age of 21 years who was a citizen and upon all slaves above the age of 16 years. In 1788 the poll tax was abolished, but was afterward revived to continue until this time, when it is \$1.00 upon every male person over 21 years of age.

In order that an estimate of the population of Norfolk County may be made, for the time prior to the first census, the number of tithables are given below as far as could be obtained from the court records.

Years.	Tithables.
1644.....	296
1645.....	305
1646.....	329
1647.....	360
1648.....	334
1649.....	380
1650.....	448
1651.....	461
1653.....	471
1654.....	454
1655.....	493
1656.....	491
1657.....	465
1660.....	402
1661.....	346
1662.....	488
1663.....	551
1664.....	580
1665.....	585
1666.....	591
1667.....	594

1668.....	597
1669.....	659
1670.....	679
1671.....	688
1672.....	684
1673.....	695
1674.....	702
1675.....	762
1677.....	813
1678.....	860
1679.....	875
1680.....	846
1681.....	860
1682.....	850
1683.....	922
1684.....	893
1685.....	941
1686.....	987
1687.....	904
1688.....	982
1689.....	1018
1690.....	1097

Princess Anne separated from Norfolk County.

1691.....	772
1692.....	775
1693.....	770
1694.....	764
1695.....	560
1696.....	614
1697.....	652
1698.....	652
1699.....	697
1700.....	696
1701.....	695
1702.....	692
1703.....	692
1704.....	709
1705.....	722
1708.....	807
1709.....	819
1711.....	780
1712.....	812
1714.....	891
1715.....	931
1716.....	977
1717.....	1038
1719.....	947
1720.....	1050
1721.....	1094
1722.....	1115
1723.....	1105
1738.....	1652
1739.....	1751
1740.....	1799
1742.....	1944
1746.....	2066
1747.....	2190
1748.....	2331
1749.....	2337
1750.....	2506
1751.....	2567
1752.....	2441
1753.....	2533

1754.....	2533
1755.....	2718
1756.....	2784
1757.....	2741
1758.....	2907
1759.....	2959
1760.....	3031
1761.....	3333
1762.....	3417
1763.....	3546
1764.....	3757
1765.....	3914
1766.....	4056
1767.....	4059
1768.....	4134
1769.....	4140
1770.....	4179
1773.....	4340
1774.....	4591
1775.....	4739
1777.....	2400
1778.....	2604
1782.....	2771
1784.....	3149
1785.....	3267
1786.....	3149
1787.....	3628
1788.....	4395
1789.....	4247

POPULATION OF NORFOLK COUNTY, VA.

Year.	Total.	White.	Negroes.		Chinese.
			Free.	Slaves.	Japs. & Inds.
1790	14,524	9,179		5,345	
1800	19,419	11,960		7,459	
1810	22,872	13,400		9,472	
1820	23,943	13,260	1,498	9,185	
1830	24,806	13,314	1,868	9,594	
1840	27,569	15,444	2,300	9,735	
1850	33,036	20,329	2,307	10,400	
1860	36,227	24,357	2,803	9,004	63
1870	46,702	24,380	22,320		2
1880	58,657	29,197	29,453		7
*1890	77,038	37,457	39,478		63
**1900	59,780	19,113	31,189		478

Census of 1790. Borough of Norfolk, free whites, 1,604; slaves, 1,294; all other free persons, 61. Portsmouth, free whites, 1,039; slaves, 616; all other free persons, 47. The free colored are not separately enumerated, but included in "all other free persons."

Census of 1800. Borough of Norfolk, including Portsmouth (the latter not separately enumerated), free whites, 2,312; slaves, 2,724;

*This includes population of the cities of Norfolk and Portsmouth.—48,139.

**The population given for 1900 for the county outside of the cities of Norfolk and Portsmouth. The total population of the county was 114,831.

all other free persons, 352. The free colored are not separately enumerated but included in "all other free persons."

Census of 1810. Borough of Norfolk, free whites, 4,776; slaves 3,825; all other free persons, 592. Portsmouth, free whites, 1,191; slaves, 828; all other free persons, 61. The free colored are not separately enumerated, but included in "all other free persons."

Census of 1820. Borough of Norfolk, including Portsmouth (the latter not separately enumerated), free whites, 4,748; free colored, 599; slaves, 3,261; foreigners not naturalized, 23.

Census of 1830. Borough of Norfolk, including Portsmouth (the latter not separately enumerated), free whites, 5,231; free colored, 928; slaves, 3,757.

Census of 1840. Borough of Norfolk, free whites, 6,285; free colored, 1,026; slaves, 3,709. Portsmouth, free whites, 4,074; free colored, 423; slaves, 1,890.

The following table gives the population of Norfolk from the date of the first census after it became a city to the date of the last census, also showing the increase in each 10 years and the per cent. of increase:

Year	Population.	Increase of Population.	Per cent. of Increase.
1850	14,320	3,300*	29.9*
1860	14,620	300	2.1
1870	19,229	4,609	31.5
1880	21,966	2,737	14.2
1890	34,871	12,905	58.7
1900	46,624	11,753	33.7

The following is the population of Norfolk City in 1900 by wards:

Ward 1	8,623
Ward 2	3,587
Ward 3	9,934
Ward 4	13,093
Ward 5	6,940
Ward 6	4,747
Total	46,624

The population of Portsmouth City in 1900 by wards was as follows:

Ward 1	2,181
Ward 2	4,458
Ward 3	3,973
Ward 4	4,374
Ward 5	2,441
Total	17,427

The following statement gives the population of Norfolk County (outside of Norfolk and Portsmouth) in 1900 by districts:

Butts Road district	1,821
Deep Creek district	3,454
Pleasant Grove district	2,974
Tanner's Creek district	13,077
Washington district (including Berkley town, —4988)	11,515
Western Branch district	17,939
Total	50,780

*Compared with Norfolk's population as a borough in 1840.

CHAPTER XXI

HISTORY OF THE CITY OF NORFOLK

ITS SETTLEMENT AND HISTORY AS A BOROUGH, BY C. WHITTLE SAMS—ITS COMMERCIAL ADVANTAGES RECOGNIZED ONE HUNDRED YEARS AGO—NORFOLK AS A CITY—NORFOLK POSTOFFICE—NORFOLK WAREHOUSE ASSOCIATION—PATRIOTISM AND PATRIOTS OF NORFOLK—SUPPRESSION OF THE SLAVE TRADE BY NORFOLK COMMITTEE OF SAFETY—NOTABLE HISTORICAL INCIDENTS—THE ASSOCIATION FOR THE PRESERVATION OF VIRGINIA ANTIQUITIES—THE WISHING OAK—FIRE HISTORY OF NORFOLK—THEATRES—CHARTERS OF NORFOLK—CHANGES MADE IN THE NAMES OF STREETS SINCE 1865—MAYORS OF NORFOLK—OFFICERS OF THE CITY OF NORFOLK—LOSSES SUSTAINED IN THE BURNING OF NORFOLK AND PORTSMOUTH BY LORD DUNMORE.

THE SETTLEMENT OF NORFOLK AND ITS HISTORY AS A BOROUGH,

WITH SPECIAL REFERENCE TO THE OWNERSHIP OF ITS LAND.

Written by C. Whittle Sams for the History of Norfolk County.

Whoever it was that started that old story about the streets of Norfolk being laid out by a blind cow did not know much about the original tracts of land, and the creeks which bounded them. Col. William Byrd in his "History of the Dividing Line" is much more flattering to us, and says of Norfolk: "The streets are straight, and adorned with several good houses, which increase every day," but we cannot help wondering which streets they were which he saw, or with what very crooked place he was comparing us.

The land on which the city of Norfolk is built was so cut up by creeks that the site of the place might be simply described as amphibious. After more than 200 years spent in filling up these creeks, there yet remain over 76 acres of water or marsh in the four old wards of the city. These creeks displayed all the irregularity which could have been expected of them, and did all in their power to hinder the spreading of the settlement.

The site of the original town was a peninsula, fronting on the Elizabeth River about three-quarters of a mile, and bounded on the north by two creeks, that on the west being known as "Town Back Creek," and that on the east as "Dun in the Mire," "Newton's Creek" or "Plume's Creek." Town Back Creek has had a sad fate, having been nearly wiped off the face of the earth, and being represented in these degenerate days by the narrow and unattractive waters of the Granby

street canal. "Dun in the Mire" has fared little better, having been extensively filled up, its natural connection with the river cut off, converted into kind of a pond, and rebaptized "Mahone's Lake," the body of water near the Norfolk & Western depot.

This little peninsula was connected with the mainland by a strip about 400 feet wide, in the center of which ran the road out to the country, now called Church street, after St. Paul's Church, one of the earliest Protestant churches in America. Across this narrow neck of land, later, ran two streets, whose names bore eloquent testimony to their aquatic nature,—one was called "Marsh" and the other "Cove."

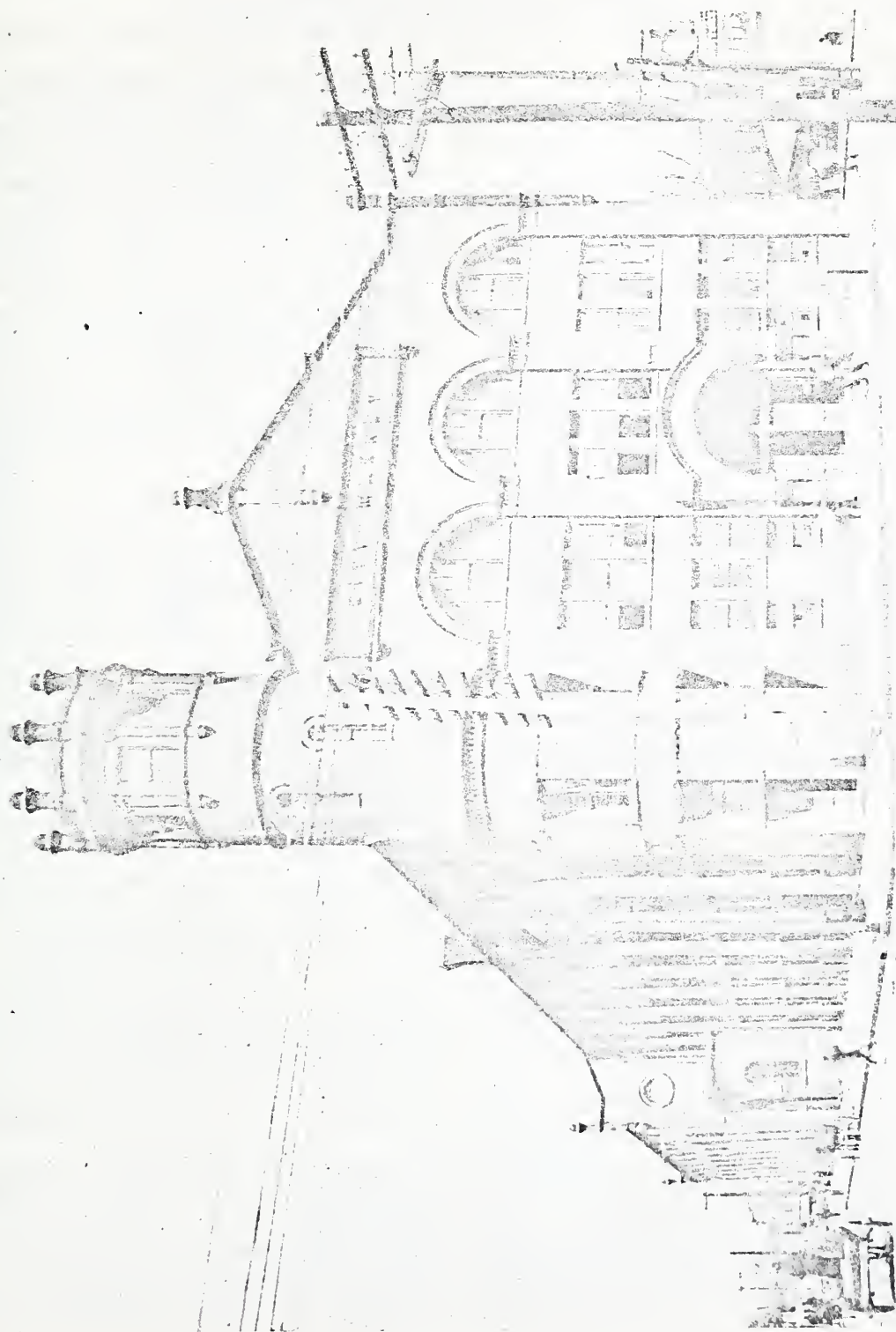
The original settlement was made at the northeastern end of this peninsula, on Newton's Creek, around the corner, as it were, from the Elizabeth River, the little arm of the sea named in honor of the great queen who had died not many years before. It was just at the eastern or water end of the great Bermuda street, then known under the more imposing title of "Main" street, having effected an exchange with the street we now know by that name. What an important thoroughfare it must have been, with a few straggling houses, the street itself only about two squares long, reaching from the creek to what is now Chapel street. But there was plenty of water, marsh and pine woods around to make up for houses.

To whom did this narrow peninsula belong? It would seem that Capt. Thomas Willoughby was the first to see the future importance of the city of Norfolk, and to set his eyes of affection on the real estate of this section, for we find that 29 years after the settlement at Jamestown, that is, in 1636, he obtained a patent, or a grant, or right to a grant, of 200 acres of land from the Colony of Virginia, in consideration of his having imported four persons into the Colony. This patent he located here.

It is interesting to think of the consideration demanded for these grants of land by the

straggling little Colony of Virginia,—the importation of persons, servants, into the Colony,—one servant being valued at 50 acres and entitling the importer to a deed for that much land. It may well be imagined that this requirement was not so easy to be performed. Transportation was then difficult, uncertain and expensive. The servants referred to were principally the "indented servants" of whom we have often heard,—white persons brought from England and elsewhere, who were bound to their masters for a term of years to repay the cost of their transportation. The Acts with reference to granting lands for their importation are found in Henning's Statutes at Large, Vol. I, Pages 274 and 444, and date back to the year 1642. An unbroken continental wilderness had to be subdued, the Colony had plenty of land, but the laborers were few. There were plenty of Indians and a few gentlemen, but a sad dearth of mechanics and laborers,—these were what the Colony needed, and so the service performed to it of strengthening it in its infancy and weakness, by bringing in those who could help defend it against the savages, clear away the dense forests, plant tobacco, and make the Colony self supporting, became the basis of our titles to land. In other parts of the State, land was granted for a nominal rent and the actual clearing and cultivating of a small portion of the amount granted. The object in both instances was the same, to develop the country and increase its resources.

The description of the tract conveyed in this earliest patent is so hazy, that it becomes highly picturesque. It is described as "200 acres of land situate, lying and being upon the main of the Elizabeth River, North upon James River, South upon the first Eastern Branch of the Elizabeth River, East-North-East into the woods." The latter part, particularly, is so clear. One would be nearly tempted to think that the grantee had never gone "East-North-East" into the woods to the end of his tract, to stake off his land, for fear of the Indians. Absurd as this descrip-



ARMORY, CITY OFFICE AND MARKET BUILDING, NORFOLK, VA.

tion is, in the absence of an actual survey, which our forefathers avoided on every possible occasion, we must remember that it is an attempt to describe land situated in an unbroken wilderness, in the absence of well-known names and landmarks. "James River," what was that? Certainly not the "Noble Jeemes" that we know. It is probably Glebe or Smith's Creek, as it was later named, but it had no such name in the year 1636. If that were so, and "East-North-East into the woods" were to be allowed to stop somewhere about the corner of Bute and Church streets, it would not be such a very bad description, although it would cover somewhat more than 200 acres.

Captain Willoughby sold his patent, or had the Colony issue a new patent in its stead, on April 1, 1644, to John Watkins. Compared to the first description, this patent is as clear as a ray of light. The land is described in it thus: "Beginning at a marked pine standing upon a point called Four Farthing Point (that is, Town Point) and running up by the said Eastward Branch side East-South-East 232 poles (equal to 3,828 feet, or about three-quarters of a mile) unto a marked pine standing on a point on the Westward side of the mouth of a creek named Dun in the Mire (Newton's Creek), and running up the side of the said creek over certain points N. N. E. 118 poles (equal to 1,947 feet, which would carry the line to about Wood street) unto a marked gum standing by a gut or branch side, and so W. N. W. 232 poles (3,828 feet) crossing the land to a marked pine (no doubt on the margin of Glebe Creek) and so S. S. W. 148 poles (2,442 feet) crossing some small guts or points and butting towards the main river unto the first mentioned tree."

In order to come from Glebe Creek, by way of the river, back to Four Farthing Point by this water-route, as we would suppose necessary, to follow out the description of the land in this patent, we would have to stretch that last measurement a good deal, but these

old deeds, fortunately for posterity, have a good deal of elasticity about them, and we hope this one would not break if we attempted it, as we must do, in order to follow with any reasonable probability the course pursued in describing the land.

John Watkins held the land a short time, and then sold it to John Norwood, who sold it to Peter Michaelson and the rest of the owners of the ship "Luis Van Nassau," of Ulissingin, in Zealand, Holland. They obtained a new patent for it, dated March 4, 1649, and sold it to Lewis Vandermull, who on October 19, 1662, sold it to Nicholas Wise, Sr. On his death it descended to his son Nicholas Wise, Jr., as his heir-at-law, who, on August 16, 1682, sold 50 acres of the original 200 to William Robinson and Anthony Lawson, in trust for Norfolk County, for certain purposes which we will soon discuss. The land was sold for an amount of tobacco which we estimate as having been worth a few hundred dollars; today the land is worth many millions.

The deed by which this conveyance was made is a genuine curiosity. What the struggling Colony of Virginia needed was persons, what Nicholas Wise, Jr., needed was tobacco, so he says in his deed:

To all Christian people to whom these presents shall come, I, Nicholas Wise, of Elizabeth River Parish, in the County of Lower Norfolk, son and heir to Nicholas Wise, deceased, of the Parish and County aforesaid, Shipwright, send greeting in our Lord God everlasting: Know ye, that I, the said Nicholas Wise for and in consideration of the sum of Ten Thousand Pounds of good merchantable tobacco and cask, to me in hand paid, the receipt whereof I do hereby acknowledge from Capt. Wm. Robinson and Lt.-Colo. Anthony Lawson, of Lynnhaven Parish, in the County aforesaid, Gent., feoffees in trust for the said County. And whereas, I hold myself well satisfied, contented and paid, and for divers other good considerations me thereunto moving, have given, granted, bargained, sold, alienated, enfeoffed and confirmed, and by these presents, do, for myself, my heirs, ex'ors and adm'ors, give, grant, bargain, sell, alienate, enfeoff and confirm unto them, the said William Robinson and Lt.-Colo. Anthony Lawson, as feoffees aforesaid, for the only use and behoof of the said County forever, one piece or tract of land, containing fifty acres, for the building of a town in the said County, according to Act of Assembly.

dated the 8th day of June, 1680, the said land being situate and lying in Elizabeth River Parish aforesaid, in the County aforesaid, on the North side of Elizabeth River, and bounded with Elizabeth River aforesaid to the South and West, to the Northward with a creek, and to the Eastward by several stacks (stakes?) running partly cross an old field and partly through some points of woodland, it being a small nick of cleared ground and woodland, and part of 200 acres formerly purchased by my father, deceased.

Then follows a long drawn out and tedious warranty of title, and a covenant to make any other deeds necessary to carry out the intention of this deed. Then he proceeds:

In witness whereof, I have hereunto for myself, my heirs &c. set my Hand and Seal, this 16th day of August, 1682, and in the year of the reign of our Sovereign lord, King Charles the Second, over England, Scotland, France and Ireland, defender of the faith, &c.

his
Nich. X Wise & Seal.
mark

Signed, Sealed and Delivered
in presence of
Plover Bray, Richard Hee,
Phill. Howard, Jno. Biggs.

Acknd. in Ct. 16th Aug. 1682.
Wm. Porteen.

Such was the instrument, executed in the reign of that autocrat of France and consecrated champion of the faith, Charles II, by which land that was private property was conveyed by two military officers, as trustees, for the immediate purpose of building a town, but really for an ulterior object quite distinct therefrom as we shall presently see.

The description of the site of the town in this ancient deed is about as unsatisfactory as one could reasonably desire. The land is bounded on the south and west by the river. This is clear enough. On the north by "a creek." This is our old friend,—Town Back Creek. But the rest of the description is hardly sufficiently clear for us to follow, with the limited information we have on the subject now, as we also suppose that the town lands stretched to the east of Church street, to Newton's Creek, which would make the first branch of that creek a part of the boundary on the north. On the east the deed says it was bounded "by several stacks (meaning, no

doubt, stakes), running partly cross an old field and partly through some points of woodland." This description is unsatisfactory, of course, as we have here no natural boundary to go by. There is an embarrassment, too, in understanding this deed for this further reason: He had only 200 acres; he sold 50 to the town, and is understood to have sold the remaining 150 to Charles Wilder, or to William Porteen, but the 200 acres went from Town Point, at the mouth of Town Back Creek, to Dun in the Mire, or Newton's Creek, and then up that creek. So, therefore, when Nicholas Wise bounds the 50 acres he sells to the town on the east by the row of stakes running across the old field and through the points of woodland, instead of by Newton's Creek, it would seem that a piece over on the eastern end had been left out unaccounted for. It is highly probable that this omitted piece was the *original settlement*, containing the home of Nicholas Wise, Jr., being, possibly, that also of his father. Here also was, probably, a small shipyard, for we know that the place must have been on the water, and he tells us in his deed that he was a shipwright. Here may have been the homes also of other early settlers. We may be sure that it was an actual settlement from the fact stated in the deed that the stakes ran partly across "an old field,"—old even in that day. Who cleared this field? Possibly it was the Indians, although they did not generally relish that form of exercise. Or, it might have been cleared by Nicholas Wise, Sr., or Lewis Vandermull. This piece bore, probably, such a small proportion to the area of the whole 50 acres, that it was reserved by him, and not counted nor deducted from the acreage of the tract, but it seems always to have been considered a portion of the area of the town, or, at least, was certainly included in the original borough limits.

The Act of Assembly dated the 8th day of June, 1680, referred to in the deed from Nicholas Wise, is found in Henning's Statutes at Large, Vol. 2, Page 471. It is en-

titled: "An Act for cohabitation and encouragement of Trade and Manufacture." It was a great Act, and intended to work wonders. Its scheme was to build a town in each of the 20 counties of the Colony, and to equip them with storehouses and other facilities of trade, for the principal and special object of *increasing the price of tobacco*. In a nutshell then, the real object sought in the founding of Norfolk was to raise the price of tobacco. The Act leaves us in no doubt on this point. It says: "This present General Assembly having taken into their serious consideration the greater necessity, usefulness and advantages of cohabitation in this his majestie's country of Virginia, and observing and foreseeing the great extremities his majestie's subjects here must necessarily fall under by *the present and continued lowness of the price of tobacco*, the only commodity and manufacture of this country (if the same be not by all prudential means and ways prevented)," etc., etc. So they decided that the best way to prevent that disaster was to build towns, with storehouses for tobacco, and other commodities, and grant special privileges and rights in connection with them. They therefore selected 20 sites for these towns, each to be 50 acres in area. We think we recognize among them the sites of Suffolk, Smithfield, Hampton, and other old towns in the eastern portion of the State. One was to be: "In Lower Norfolk County on Nicholas Wise his land on the Eastern Branch on the Elizabeth River at the entrance of the branch."

The Act then proceeds in a rather dictatorial, and as we would now say a thoroughly unconstitutional way to declare that: "The price to be paid by each county for each respective fifty acres of land nominated as aforesaid shall be ten thousand pounds of tobacco and casks, which summe the owner or owners thereof shall be and are hereby constrained to accept, take and receive as a full and valuable price and consideration for the said land forever." Then it provided that the land should be sold off into half-acre lots for 100

pounds of tobacco and "caske," the owner building a dwelling house and warehouse upon the same. As the little towns were only 50 acres in area, it would take but 100 of these purchases to close up the transaction. It is curious to note that the city of Norfolk is still the owner of a part of its 50 acres, thus acquired 220 years ago. It sold nearly all, but at Town Point a part was reserved; it was platted, divided into streets and lots, some were sold, and some were leased, but the city still has an interest in the "Town Point Lots," as they were called. They lie principally in what was then water, on the south side of Main street, and to the West of Fayette, the region around the Norfolk & Washington Steamboat Company's wharf, and where the old tobacco warehouse was to be seen up to a few months ago, which was built as a part of this grand scheme for raising the price of the weed. This warehouse site still belongs to the city, and is leased by it to private persons.

It is interesting to observe the different procedure then adopted from that pursued now in founding a town. Then the county bought the land, built a tobacco warehouse, and resold the land to individuals, half-acre lots being the unit of subdivision. Now, a company buys a farm, lays it off in very small lots, builds a large hotel, and tries to get factories. The old towns were built to raise the price of tobacco, the new ones, to raise the price of lots. To supply an existing need, on the part of the world of a new town in which to live, seems never to have entered into either plan.

The date of Nicholas Wise's deed for the 50 acres, August 16, 1682, might be called the birthday of our city. It was christened Norfolk after the county in which it was situated, then a part of what was called Lower Norfolk County, which comprised the present Norfolk County and Princess Anne. Upper Norfolk County was what we now know as Nansemond. This was a peculiar arrangement, making "Upper" and "Lower" stand in the

relation of east and west to each other, instead of north and south. As Upper Norfolk County was as low and level as Lower Norfolk, and stood to the west of it, we can see no reason, other than a purely arbitrary selection, for these names. The name of Norfolk was given to the county by Capt. Adam Thoroughgood, in loving memory of his native county in Merry England.

It would seem that the high and mighty "Act for the cohabitation and encouragement of Trade and Manufacture" was the only law governing the settlement, as such. The legal status of the inhabitants was somewhat peculiar. The land was bought by the county, in the name of trustees, but to be resold in fee simple at once, but those who lived and did business within this area had certain special privileges. No separate government was provided in the Act for the inhabitants of this immense territory. It was more like a "City of Refuge," where, under certain circumstances, you could escape from creditors' attachments, and enjoy peculiar facilities for handling tobacco, which the Act so pathetically declared was "the only commodity and manufacture of this country." We do know that it was not merely the only commodity, but the regular money of the Colony, as coon skins and other precious possessions have been at other times and in other places. It was this last consideration which made the lowness of that vegetable such an affliction to the people of the Colony—their money was depreciated.

We have reason to believe that the half-acre lots were readily taken up by new comers, and that the little village at the eastern end of Bermuda street was an active one, with a growing foreign commerce. We can hope that the shipwright, Nicholas Wise, lived to see his ancestral acres covered with the growing settlement, and never regretted selling it for the 10,000 pounds of tobacco, but he most likely did. We are told that there was a stockade built to defend the place against the Indians. If this be so, we can easily tell just where it would have been placed. It would

have followed the general line of Cove street, reaching from one creek to the other. The situation of the town was well adapted to defense, as it was nearly an island, leaving only this narrow space to fortify. There is quite a dearth of traditions about the Indians just in this locality. It is well known that the racial division of those who lived in this part of the country was Algonquin, and that the local tribe was called the Chesapeake, but we do not find around here in any profusion their stone arrow-heads, spear-heads, tomahawks and pottery, as is the case around Richmond, and in other parts of the State. One would infer from this, that they were not here in great numbers, and that they did nothing to hinder the development of the place. We know, indeed, from general history, that the serious conflicts with the Indians in Virginia, excepting the earliest troubles around Jamestown, took place after the western extension of the settlements, and that the eastern portions were spared from the horrors of the border warfare which often drenched the earth with blood.

The legal status of the inhabitants under the "Act for cohabitation," etc., continued for 54 years. It was changed by the "Charter of the Borough of Norfolk," which was granted by letters patent of George II. on the 15th of September, 1736, which charter was confirmed by Act of the General Assembly, as our legislature has always been called, in the same year. It is delightful to read this document. It breathes such a spirit of love and affection from the Crown of Great Britain to the dear subjects in Virginia, that we nearly doubt if it can be true that in the short space of two-score years the navy of that same crown, in the very next reign, would utterly destroy the little town which, from this paper, one would think was the one jewel it most dearly prized. It says: "Whereas, a healthful and pleasant place, commodious for trade and navigation, by an Act of the General Assembly of our Colony and Dominion of Virginia, hath been appointed and laid out for a town, called by

the name of Norfolk; which place of late years, especially during the administration of our trusty and well beloved William Gooch, Esq., our Lieutenant-Governor of our said Colony, hath been very greatly increased in the number of its inhabitants and buildings, in so much that the said town, not being capable of containing all such persons as have resorted thereto, divers of our loving subjects have seated themselves upon the adjoining land, so far as to a place called the Town Bridge. Know ye, that we being willing to encourage all our good and faithful subjects, as well at present residing and inhabiting, as shall or may hereafter reside and inhabit within the said town of Norfolk, and the places thereunto adjoining, so far as the Town Bridge, at the instance and petition of divers of our dutiful and loyal subjects, inhabitants of the said town and places adjacent, of our royal grace, good will, certain knowledge, and mere motion, with the advice of our Council of our said Colony, have constituted and erected, and by these our Letters Patent, do constitute and erect the said town of Norfolk and the said parts thereunto adjoining, so far as said bridge, a borough, by the name of the Borough of Norfolk; and for us, our heirs and successors, do, by these presents, grant to the inhabitants of the said borough and the parts adjacent, that the said borough and the parts adjacent shall be a borough incorporate, consisting of a mayor, one person learned in the law styled and holding the office of recorder of the said borough, eight aldermen, and sixteen other persons to be common-councilmen of the said borough."

The officers were: Samuel Boush, Esq., mayor; Sir John Randolph (Knight), recorder; and George Newton. Samuel Boush, the younger, John Hutchings, Robert Tucker, John Taylor, Samuel Smith, the younger, James Ivy and Alexander Campbell, aldermen.

This charter was signed by William Gooch, Lieutenant-Governor and Commander-in-Chief of the Colony and Dominion of Vir-

ginia, at Williamsburg, in the 10th year of the reign of George II.

We hope the worthy governor blushed as he put his name to the document which described himself as the "trusty and well-beloved" of royalty. And with what condescension must the proud capital city of Williamsburg have looked down upon the newly-chartered little borough, but the future held very different fortunes in store for the two places. The Samuel Boush, who was appointed the first mayor, was the first of three of that name. He died within two months of his appointment, and was succeeded by George Newton, Esq.

We have heard a great deal about this same "Borough" of Norfolk. The idea is quite a popular one, and is usually referred to in an affectionate, amused sort of way, as if it were a pretty good joke that this place was once a borough, and persons speak of it in an easy, off-hand manner, as if they knew everything that there was to be known about boroughs, and presume that everyone else did the same. The fact is, few of us know anything at all about them, and it is really a very difficult matter to define clearly what is a borough. In Pollock & Maitland's great work, the "History of English Law," 54 pages are devoted to attempting to explain what a borough was, and it is none too clear when you have read them, as the authors themselves confess. The contrast is between villis on the one side and cities on the other. They say: "Certain villis are more than villis; they are boroughs (*burgi*); certain boroughs are more than boroughs; they are cities (*civitates*). The latter of these two distinctions has little or no meaning in law. A usage, which seems to have its roots in the remote history of Gaul, will give the name *city* to none but a cathedral town. * * * What is the legal conception of a borough? The answer seems to be: It is a mass of franchises, or again, it is a group or body of men, a community or corporation, enjoying a mass of franchises." The authors then go on to discuss some of the franchises which might or

might not belong to a borough, and consider in turn jurisdictional privileges, that is, the right to hold courts; tenurial privileges, that is, the sort of title by which the land is to be held; mercantile privileges; the *firma burgi*, or right to farm or rent the borough from the king, for such or such a length of time, for the purpose of receiving such profits as arose in connection with tolls, the fines of courts, and such rents or taxes as were paid to the king; the election of officers and constitution of the borough; by-laws and self-government; self-taxing powers; and the guild merchant. After discussing these fully, they say: "We may now recur to the question whence we set out—Could a borough be defined? We much doubt it." The result of the whole discussion seems to be, that the rights of the borough were privileges granted to the men who composed the town, and did not belong to an abstraction, such as the modern conception of a municipal corporation, a modern city, a being in law distinct from any or all of its inhabitants, but that this idea was slowly being developed. The matter, in strict law, is very involved, and we can probably as well conclude that the borough was merely a rudimentary city, the legal notions in connection with which, as we are now familiar with them, not having been then fully developed.

However all that may have been, our borough must have been a flourishing one, for within 25 years, that is, in 1761, the legislature passed "An Act for enlarging and ascertaining the limits of the Borough of Norfolk, and for other purposes therein mentioned." This Act recites the fact that "his late majesty King George the Second, of happy and glorious memory," had granted the charter above mentioned, and that: "Since the date of the said charter, divers persons, proprietors of the lands adjacent to the said borough, have laid out the same into lots and streets, many of which are built on and improved, and people are daily resorting thither, and it is now become a doubt whether the proprietors of such adjacent lots are to be considered and deemed

inhabitants of the said borough, and entitled to the rights, privileges and immunities granted by the said charter." It was, therefore, declared that the boundaries of the town should be as follows: "Beginning at the head of a creek, called Newton's Creek, and thence, within a line to be run North 59 degrees West 72 poles to the head of Smith's Creek; thence along the said Smith's Creek, according to its various courses and meanders, to the mouth thereof in Elizabeth River; thence, bounding on the said river the different courses thereof, to the mouth of the said Newton's Creek, and thence up the said Newton's Creek to the beginning."

Nothing could be clearer or more satisfactory than this, of course; and it must have lifted a load off the troubled minds of those inhabitants who doubted whether they were or were not blessed with the "rights, privileges and immunities granted by the said charter" to the happy ones within its fold. As it was passed to solve a doubt as to what was within the coveted area, the Act, of course, would be itself perfectly clear; so it just began at the head of Newton's Creek, and then ran across to the head of Smith's Creek, and then went down Smith's Creek to the river, etc. But, alas! the questions then arose: "What is the head of Newton's Creek? What is the head of Smith's Creek? Different answers were given. The borough, with that self-denying spirit which has ever characterized municipal corporations, claimed that the lines took in everything on earth that they could take in, and that this northern line began at the end of the longest branch of Newton's Creek, way up there at Princess Anne avenue, and ran across that road to the end of the creek between the two cemeteries. The other contention was that it began at a branch of Newton's Creek that ran up behind Wood street, in the rear of St. Vincent's Hospital, and that it crossed Church street at about the corner of Bute, and ran over to Smith's Creek at the end of one of its branches. The difference in the areas included under the two constructions was,

roughly, the whole of the Fourth Ward, that beautiful northern portion of our city inhabited by so many Afro-Americans. They say that there is, or was, a stone on the east side of Church street marking the true borough line in accordance with this last construction.

It would seem to the writer that the first contention was clearly correct under the words of the Act of 1761; but the question had been raised, and seems to have given considerable trouble, for we find that on January 2, 1804, the General Assembly passed: "An Act adding certain land of Thomas Newton to the borough of Norfolk." This Act declared that: "All the property of Thomas Newton as the same is now laid off into lots and streets, adjoining the borough of Norfolk, shall be and is hereby added to and made a part of the said borough," etc. This land lay between the two contending lines, but did not comprehend it all; so the question came up again, and was not finally settled until January 3, 1807, when the legislature referred the matter to William White, John Hancock and Thomas Calvert, Gentlemen, who were empowered to take a surveyor and run the line according to the Act of 1761. They decided in favor of the larger area, and this settled the question. The boundaries thus established continued to be the limits of the city until July 1, 1887, when Brambleton was added. They were again enlarged on February 22, 1890, by the Atlantic City annexation, which was larger than all the other wards of the city together, including Brambleton. May we all live to see the fine farms included in this ward built up into a splendid metropolis. The legislature has again this year (1902) enlarged our borders, taking in another large tract to the north of the town, including La Fayette Park.

What sort of a place was Norfolk in those early days? It was a quaint little town, with beautiful views of the water in every direction. The wealth and fashion of the borough resided on Bermuda street, the east end of Main street, Fenchurch, Holt, Chapel and other streets in that section. There are many persons living

in Norfolk who have never been down Bermuda street. They ought to visit it. It is a peculiar-looking street. Originally it only extended as far west as to Chapel, and was afterward carried through to Church by a sort of lane. The narrowness of this street is due to the ideas which prevailed in ancient times when cities had walls around them, and as it cost much to build and maintain city walls, they could not take in unnecessarily large areas, and what was taken in was too valuable to be wasted in wide streets. It was easier to economize in the width of the streets than to build longer city walls. So this street represents a past age. Many of its characteristic houses have disappeared, and have been replaced by the ugly, expressionless but comfortable boxes we now build, but some of the old patriarchs yet remain. That whole section was, no doubt, handsomer in its buildings formerly than now,—one large house being pulled down and several small ones built in its place. Here lived the Boushes, Cornicks, Keelings, Hunters, Walkes, Thorogoods, Hancocks, Woodhouses, Moseleys, Chapmans, Hayneses, Whitehursts, Smiths, Drewreys, Newtons, Tatems, Herberts, Kempes, Butts, Tuckers, Cookes, Reileys, Calverts, Taylors, Seldens, Whiteheads, Wilsons and other prominent families.

The gravestones in St. Paul's Churchyard, which might be considered our earliest city directory, among many others, contain these names: Tyler, Sanders, Baker, Pollard, Macgill, Nivison, Guthrie, Hall, Lambert, Whittle, Barron, Finley, Portlock, Lamb, Couper, Armistead, Randolph, Johnston, McPherson, Slaughter, Steed, Boswell, Greenwood, Bane, Allmand, Robinson, Vickers, Holliday, Ruthersford, Stark, Read, Reid, Waddey, Bell, Bowden, Thorburn, Simmons, Mercer, Lee, Good, Kerr, Triplett, Hayes, Adams, Mitchell, Davis, Williamson, Francis, Pugh, Thompson, Donaldson, Scott, King, Gray, Allan, Martin, Walker, Harris, Hodges, Bennett, Thomas, Watson, Coles and Hutchings,—names that we are more or less familiar with,

and which are borne by many of our prominent citizens to-day; and these with which we are less familiar: Begg, Hansford, Stratton, Southwick, McDowall, Abyvon, Bacon, Dale, Blaney, Bowring, Maxwell, Candler, Dana, Duesberry, Hiort, Farmar, Cantelo, Brunet, Crommelin, Ritson, Soutter, Kighley, Patterson, Farrer, Singleton, Eilbeck, Craik, Whyt, Fleet, Henop, Ritchie, English, Sloan, Raine, Norris, Lugg, Stearns, Bragg and Gwynn. All of these will be recognized as good old English names, with a fair sprinkling of Scotch.

The style of house called the "Dutch Roof" was common in Norfolk in early days, and many are still to be seen. The writer has heard that the peculiar form of this construction, of having the roof come down over the second story, was due to a desire on the part of the owners to lighten the burden of their taxes. That there was once a law which taxed all the windows in a house below the roof, and that under these circumstances it became somewhat the fashion to minimize the number of windows which the tax-gatherer could so count. Most of the houses had good-sized gardens, the original subdivision having been into half-acre lots, that is, 105 feet by 210 in area, or eight times the size now common. These lots the owners usually took care to cover up as little as possible with their houses, preferring to build very close to the street line, and, if they could, put all the porch and front steps out on the sidewalk. In some cases these took up nearly the whole width of the pavement, to the great discomfort of the weary wayfarer, but as he had probably done the same thing himself, or knew he would, if he ever built a house, he did not complain.

Most unfortunately none of the original houses of Norfolk are extant; the walls of St. Paul's Church are the only ones which survived the conflagration which swept the town out of existence on January 1, 1776, when during the bombardment of the place by the British fleet under Lord Dunmore, the flourishing little seaport was made a smouldering heap

of ashes. We have, therefore, no house older than 125 years. The population of Norfolk at that time is stated to have been over 6,000. Its trade was considerable, and its condition exceedingly prosperous. But for this crushing blow there is no telling what the size and importance of this city might not have been.

The first tract of land settled was, of course, the 50 acres sold by Nicholas Wise, Jr., in 1682. This is the "down town" of Norfolk, including all of the city south of City Hall avenue and Cove street. Its southern line was the river, which came up very nearly to Main street. We have even heard that Union street was at one time the port-warden's line. Water street certainly derived its name from the fact that it was originally a part of the river. We have no map which gives accurately the river frontage of the town, but we know enough to be able to say that the two angles in Main street were made on account of the positions of two creeks, and that this street was a road following the line of the middle of the high land. The angle near Commerce street was necessary to avoid a branch of Town Back Creek which ran in from the north, and the angle near Church street was formed to escape from a branch of the river which made up from the south. An ancient deed to property on the south side of Main street, at this point, gives us the information that this creek came up to within 363 feet of this street, which would be a point between Main and Union. Union, therefore, having been water at this point originally. Its appearance here does not particularly suggest water now. It much more suggests whiskey.

The first Court House was about the center of this tract, on Main street, at the head of old Market Square. This was used both by the county of Norfolk and the borough. The jail buildings were between it and Talbot street. Another Court House was built in 1790, on East Main street, about the corner of Nebraska (a view of this building is shown on Page 24 of this work). In 1836 an ordinance was passed providing for the filling up

of Town Back Creek, above Bank street bridge, for a public square. It was here that the present Court House was built.

The deeds to the lots for this old portion of the town, made to private persons by the county, ran from Main street down to the river on the south, and from Main street to the creeks on the north. There is at least one of these lots still held by the owners under these ancient conveyances, with a wide frontage on Main street, running back toward the north, across Plume street to City Hall avenue, then the blue waters, or black mud, of Town Back Creek. This tract is where the Academy of Music now stands. The property immediately to the west of it was also so owned until the last two or three years, when the square between Plume street and City Hall avenue was sold off.

There was no general plan of subdivision of this portion of the city into squares and lots. The streets opened through it, such as Roanoke Square, Commerce, Atlantic and Talbot streets, were opened by private persons dedicating part of their lots for that purpose. Even Church street stopped at Main, and did not go through to the water until after 1802. Old Market Square, now Commercial Place, was probably an exception, and seems to have been reserved by the authorities on account of keeping open the ferry landing at the end of it, at the old "County Dock," as it was called.

Both sides of Main street were badly cut up by a number of narrow private lanes, generally coming into the street at oblique angles. Many of these have been closed in recent years, as the property has become too valuable for commercial purposes to let these rights of way interfere with buildings.

We are told that Talbot street was the first street in the town that was paved, and Forrest, writing in 1853, is loud in praise of this magnificent thoroughfare, with its splendid houses. Think of Talbot street as paved and handsome, when Main street was in the condition of a mere country road!

Church street is our most ancient road

from the city. Its whole course, general direction and angles, are controlled by the creeks which lay to the east and west of it. It began a little to the west of the first angle of Main street, and ran in a straight line in a northerly direction as far as Holt, running midway between Town Back Creek on the west and Newton's Creek on the east. There it swerved off to the west, to avoid another branch of Newton's Creek which came across it at the intersection of Charlotte. It would seem that it could not go far enough to the west to entirely get around this creek, and that the creek had to be bridged. This bridge was called "Town Bridge," a name which still clings to the locality, although the bridge and creek have both vanished. Then Church street curved over to the east again, but just far enough to escape a third branch of Newton's Creek which came up on the north side of Wood street, opposite the corner of Bute. Then this road performed a beautiful curve to the west, so as to exactly miss the head of the fourth branch of this same creek, which came up to it, opposite to the corner of Nicholson street. Then it went off to the east again so as to avoid the tail end of Glebe Creek, which came up from the west on the other side of the cemeteries. The road was now fairly out of town. It had succeeded in escaping from the borough creeks, but we know it did not get far before it had to settle accounts with Tanner's Creek.

The first thing which would strike you, going out this old road from town, would be the churchyard, just outside of the "Town Lands" in the country, at the corner of Cove street, with the old church in it—St. Paul's.—the official church, the church established and maintained by law, and as much a part of the general scheme of government as the courts of law or any other department. The present brick church was built in 1739, just three years after the charter of the borough, but this building took the place of a much more ancient edifice, which antedated it considerably, how much we do not know, nor whether that one

was the first Episcopal church building in this immediate locality, although it most probably was, as there was only a period of 57 years between the deed from Wise to the date of the present church. However that may be, we know that Rev. John Wilson was the minister here in 1637. An entry in the vestry book of 1750 allows James Pasteur to have the bricks and timber of the "Old Church" with which to build a house on the school land, wherever that might be. It would seem that these timbers should have been well seasoned when Mr. Pasteur received them, as the church must have been keeping them for 11 years, to say nothing of their previous age.

The parish of which this church was the principal house of worship was called Elizabeth River Parish. With its large graveyard it must have been one of the most striking things in or near the settlement. It is to-day easily the most interesting historic object in the city. It stood upon land given by Samuel Boush, although this has been questioned. This must have been Mayor Boush, the first of the three of that name, but as he died in 1736, the initials "S. B." in its south wall must have been for a memorial to him; they did not refer to either of the other two, because the second Samuel Boush did not own this tract, and the ownership of the Boush tract on the part of the third arose at a later date than that of the "Old Church" above referred to. It was given to him by the will of his grandfather, the first of the name, and the property had belonged to the church for years before that time.

Although the church goes back to a very early date, none of the graves in the churchyard are earlier than 1700,—any stones there of prior dates were brought from elsewhere. Interments before that time must have been in private grounds. From about this time, however, until 1836 this was the regular cemetery of the borough.

The church was supported partly by taxes, the vestry having authority in law to levy them for its support, each taxable person being

charged 33 pounds of tobacco, and in case of delay or non-payment the sheriff was ordered "to Make Distress and Sail;" partly by the hire of its slaves, the names of five of whom have come down to us: Davy, Soll, Ishmael, Sarah and Nell, their yearly hire ranging from £8 15s. for Davy to £1. 10s. for Nell; and partly by the rents or produce of its Glebe, or farm, which was at one time a tract of 86 acres of land in the city here, a part of which was known to us as "The Point," the fashionable residential portion of the city. This particular glebe was sold by the vestry in 1734 and another glebe was acquired in its place. The former is often referred to as the "Old Glebe." We will say more about this tract later on. The minister was paid in tobacco, his salary being fixed by law at 16,000 pounds a year, which was the general compensation provided for ministers, just as general law now regulates the salaries of judges. The ministers belonged to the department of religion, just as the judges belonged to the department of justice. The amount of their salaries throws much light on the value of the original 50 acres bought from Nicholas Wise, he receiving, therefore, for this tract an amount equal to only five-eighths of a minister's salary for a year. The washing of the minister's surplice cost 60 pounds of tobacco. We can tell from this that the general tax of 33 pounds for the support of the church was not very oppressive.

The vestries of the church in those days were bodies of considerable power, having control over many subjects which we would now consider purely political. They exercised the chief authority in the parish; they apportioned the parish taxes; they appointed the churchwardens; presented the minister for induction into office; and acted as overseers of the poor. They were an oligarchical body, having power to fill vacancies in their own number. This form of church government continued up to the Revolution. Rev. Thomas Davis was the rector of St. Paul's when, on January 1, 1776,

the 24-pound shot was fired into the wall from the frigate "Liverpool," and the church was burned with the rest of the town, only its walls remaining.

The success of the Revolution swept away the legal establishment of the church and the powers of its vestries. They were disliked by those not regular members of the Episcopal Church, and were considered incompatible with republican principles and with the freedom of conscience and religion. Its glebes were confiscated by the State of Virginia, as being a portion of the property of the British Crown, to whose rights, by virtue of the result of the war, the State had succeeded, and were granted out again by the State to private persons. For this unjustifiable proceeding Thomas Jefferson, then in full power in Virginia, has been generally held responsible. The glebes should have been allowed to remain the property of the congregations, for the support of their churches, though disestablished, as much so as the church buildings themselves. But this view, although strenuously insisted upon, and urged in the highest court, was not allowed to prevail.

The church building was restored by the year 1785. A few years later a deplorable dispute arose between rival factions for its control and possession. Two parsons claimed it as theirs,—Mr. Whitehead and Mr. Bland. They divided the services, one appearing in the morning and the other in the evening. Mr. Whitehead finally withdrew from the unseemly contest, and left the church in possession of his unworthy rival, who was much more of a sporting character than an orthodox minister. We are not surprised to hear that within a short time after this the church fell into decay and was abandoned by its congregation. It was even occupied for a while by a colored Baptist congregation. It was at this time that Christ Church was founded by the Episcopalians, the original building of this church having been erected about 1800. St. Paul's came back again into the possession of its former

owners in 1832, when it was repaired and re-consecrated, and entered upon a new course of usefulness.

Shorn of her power to tax, despoiled of her slaves and robbed of her Glebe, she continues to our day, more beautiful than ever before, a potent factor in the spiritual life of our city. Mantled with ivy and shaded by elms, the Old Church keeps guard over the dead of past generations sleeping within her quiet fold, and watches over hundreds of to-day who love her for her present and her past. Well may we say of her: "*Esto perpetua.*"

In pursuing our walk out the main road we would find that Old Norfolk was divided into eight parts. There was, first, the 50 acres of the original town,—these we have left behind us; then there were six distinct tracts which we would pass, three on each side of the road; and lastly, there was the "Old Glebe," to the west, not on the road but far off in the country and quite out of the way. The three tracts on the west side of the road were the Samuel Boush tract, "Smith's Other Land," and the Newton property; the three on the east were the Walke property, the Wilson Newton tract and "Boush's Pasture."

The largest of these was the Boush tract. This magnificent piece of property began at the corner of Cove and Church, at St. Paul's Church, ran northerly up Church to Bute, westwardly up Bute to a stone in its northern side, which may be seen to this day in the sidewalk opposite the house numbered 276, then southerly midway between Boush and Duke streets to Town Back Creek, and eastwardly up its channel, or south side, to Cove street, and along it to Church street. In area it was 98 acres, and was granted by the Colony of Virginia, acting through Nathaniel Bacon, its Governor, on April 16, 1690, to William Porteen, in consideration of his having imported two persons into the Colony. As he was entitled to 50 acres for each imported person, we wonder how Mr. Porteen was finally satisfied for those two-fiftieths of a person im-

ported which was not settled for by this tract of only 98 acres.

Porteen, we are told, had become the owner of the 150 acres left over from Nicholas Wise's 200. Wise having sold to Charles Wilder, and Wilder having sold to Porteen, and he is said to have obtained one patent for all, his own 98 and the 150 he had purchased, and had them included in a patent for 248 acres. This is said to have included the 98 acres of the Samuel Boush property, 86 acres of the "Old Glebe," and 64 acres of what we can only call "Smith's Other Land," for want of a better name. But it is clear to the writer that the patent stated as that which covers these three tracts only includes the Boush property, the title to the other 150 acres, no doubt, really rests on the original patent to Wise, although Porteen may have afterward gotten another patent for all the 248 acres together, but we have never seen this patent.

This Samuel Boush tract of 98 acres included the whole or a part of these streets: Boush, Granby, Brewer, Bank, Cumberland, the west side of Church from Cove to Bute, the south side of Bute, Charlotte, Freemason, College Place and Washington street. On this property is built a large number of the oldest and handsomest residences in the city, and the value of the tract to-day would have to be expressed in millions. It includes the Granby Theater, the Monticello Hotel, stately dwellings, nearly all our churches and many of our stores. The legal right to all of this rests upon the following chain of title:

Colony of Virginia to William Porteen, patent, April 16, 1690.

William Porteen, descent to Daniel Porteen, his son.

Daniel Porteen's executor, sale to Maximilian Boush.

Maximilian Boush, sale to Samuel Boush, mayor.

Samuel Boush, by will to his grandson, Samuel Boush, the third.

The land is thus described in the patent from the Colony to William Porteen:

"Beginning at a marked cedar on a point near the mouth of the Back Creek, being a corner tree of the town bounds (that is, at Town

Point), and crossing over the creek to a white oak on the Glebe land (this must have been at the water's edge, midway between Boush and Duke streets), thence bounding on the Glebe land North-North-East 94 poles (1,551 feet) to a white oak (this point is now marked by the stone above referred to in the north side of Bute street, opposite No. 276), thence on the Glebe land, East by South 82 poles (1,353 feet) to a pine (this was at the corner of Brewer and Bute), thence on the land of Adams, East by South 111 poles (1,831 feet) to a dog-wood, thence 18 poles (297 feet, bringing the line up to Church street), thence crossing over to a chincopin, another corner of the town land (this is believed to take the line down Church street to Cove), thence bounding on the bounds of the town land according to the courses thereof to the first mentioned cedar (that is, up Town Back Creek to Town Point, the place of beginning)."

The difficulties in interpreting these old deeds do not arise only on account of their antiquity. There were some contradictions and confusions in them from the beginning. The patent given above as of 248 acres to William Porteen is spoken of as "inclusive;" we have already stated that we do not think this was correct, and this is proved to be so by the statement in that patent that it was for the importation of *two* persons, which would include 98 acres, but not 248. Again, what becomes of the patent for 200 acres to Willoughby, the first of them all? That took in the water front of the 50 acres, and went back "East-North-East into the woods," and would seem necessarily to have included in its boundaries this 98 acres of Porteen's patent, to say nothing of his "inclusive patent" for the 248 acres, if such ever existed. Again, we are told that the Walke plan, of which we will speak later, was a part of this balance of 150 acres once due to Wise, and sold to Porteen. On the whole, it would seem that these 200 acres were very much like the oil in the widow's cruse.

Without stopping longer to unravel all

the questions which might be raised as to the wording of these interesting documents; we know that this Boush tract of 98 acres came down, by the above chain of title, to the third Samuel Boush. He had a plat made of it by Gershom Nimmo, in 1762; laid it off into squares and lots, and sold a large portion of it. These lots were of generous size, and determine the lines of most of the property within its area at the present day, although they have been very generally subdivided by the owners into smaller and smaller lots, as their increasing value demands and modern conveniences permit. With a map showing the shape of this tract and the branches of Town Back Creek before us, we can easily understand why the streets on it run as they do. The west line of the tract we might call its rear. It runs from the creek up to Bute street, equally distant from Boush and Duke. Starting with this, we can easily see why Boush street runs as it does. It is placed parallel to this rear line, and 160 feet from it, to give proper depth to the lots fronting on Boush. This street ran into Town Back Creek at about the distance of two squares below College Place, once called Green Boush street, and, later, Washington. The "Father of his Country" was not so well known when Green Boush street was first named. Then comes Granby, duly parallel with Boush, and stopping at the creek on the same line with it. Then comes Brewer, also parallel, but running into the creek much sooner, and stopping before it had done more than just get down to Wolfe street, that wretched, little, crooked and narrow lane unworthy of the great hero for whom it was named. When we come to Bank street, however, we have a variation. It was originally named Catharine, after Mr. Boush's wife. It does not run parallel with the other streets because it was placed so that it could go down as far as it could on a point of land between two branches of the creek, and was placed so as to give proper depth for lots on both sides. It stopped finally at the main body of the creek, about the corner of Cove. Having now

broken into the parallelism determined by the rear line, Cumberland is run at a different angle, and as nearly parallel to Church street as the crookedness of that old creek-ridden road would allow any straight line to run parallel to it. Coming now to the cross streets, Bute was run along the northern line of the property. Charlotte was run so as to make right angles with Boush, Granby and Brewer, but in so doing it had to run obliquely with Bute, and form the "Flat Iron" triangle, usually called a "Square," bounded by Bute, Granby and Charlotte. Then Knight, afterward Grafton, and then Mason or Freemason, was run parallel to Charlotte. Green Boush came next, duly parallel with Freemason, while the Wolfe part of that street dodged around among the branches of the creek in a thoroughly disorderly manner. Had Mr. Boush anticipated what the future held in store for the city of Norfolk, and that this creek would disappear from the face of the earth and the city market be placed here, he would have saved the city an immense sum by making this a broad and straight street. And it would have cost him nothing to have done it. One branch of the creek ran up behind Granby street until it crossed over Freemason. Its position is marked to this day by the depression in that street between Granby street and Monticello avenue. Another branch cut off poor Wolfe street again between Bank and Cumberland, about where Avon comes into it. Such was the platting of the Boush property. If we had had to do it ourselves it is more than doubtful if we could have done it any better. At least it could be used as an argument against the blind cow theory.

Right here it might be well to say that most, if not all, of the old creeks can be easily recognized by the depressions of the land to-day. They were probably never filled up any too well to begin with, and then settlement invariably took place. Our soil is so level that wherever you see any easily perceptible downgrade you may be sure that at the bottom of it and well up the sides there formerly was a

creek. A fine illustration of this is seen on both sides of the corner of Wood and Chapel streets. Wood street is on a high ridge of land, which ran out between two branches of Newton's Creek. Looking up and down Chapel street from that corner it runs rapidly down hill in both directions. No creeks are to be seen there now, but the old plats show them to us, corresponding exactly with the depressions of the street to-day. The depressions of the present are the creeks of the past. Other instances are found at the corner of York and Dunmore; the corner of Freemason and Thomas; Granby street near the old "Stone Bridge;" the corner of Cove and Bank, and many others. It is these old creek beds that our high tides come over. They never affect what was originally high land.

Samuel Boush, the owner of this valuable property, valuable even in those early days, sold a large portion of it, but at his death there still remained a very considerable quantity which he still owned. This he divided by his will, lot by lot, according to the numbers of his plan, between his three sons, John, Robert and William. John was mayor of the town in 1791, as his great-grandfather had been before him. He built for his home, on the old family property, the fine old house on Granby street, afterwards the property of Conway Whittle, and later of Governor Tazewell, but did not live to occupy it. Its large and beautiful grounds, bounded by Granby street, College Place and Boush street, with the creek to the south, comprised 10 of the lots on the original plan. Robert built for his home, on the same tract, in the year 1800, the house numbered 122 Boush street, with the large live oak in front of it, near College Place, and lived there until his death in 1809. The Boushes were very numerous and influential, socially and politically. They owned much other land in the city and county, and the early records are full of their transactions. Their descendants comprise a large part of the most prominent families in the city, but there are very few who bear that

name, as they are mainly descended from the female branches of the family.

Northwest of, and partially enveloping the Boush property, was the "Old Glebe." It is a beautiful tract of land, worth millions of dollars. It began at the stone on Bute street in front of the house numbered 276, and ran south between Duke and Boush, coinciding with the western line of the Boush tract, to Town Beck Creek, then going west and north, it swept around "The Point," going, after leaving the river, eastwardly up Glebe Creek to the head of one of its small branches which made in to the south between Magazine lane and Granby street, as it is now extended; then it ran southeastwardly in a straight line to the corner of Brewer and Bute streets, at a very oblique angle with Bute street; then westwardly along the north side of Bute street back to the stone. The old deeds inform us that the stone takes the place of "a marked tree," or "a white oak;" and that at the corner of Brewer and Bute there was "a marked tree," or "a pine," and that the line from the head of the branch of the creek was along "a line of marked trees," as was also the line along Bute. This tract contained 86 acres.

We believe that the following is the legal chain of title by which this magnificent piece of property is now held, which comprehends the most beautiful residential portion of the old part of the city:

The Colony of Virginia to Capt. Thomas Willoughby, patent for 200 acres, 1636.

Thomas Willoughby, sale to John Watkins, 1644.

John Watkins, sale to John Norwood.

John Norwood, to Peter Michaelson, and others, sale, 1662.

Peter Michaelson to Lewis Vandermull, sale.

Lewis Vandermull to Nicholas Wise, Sr., sale.

Nicholas Wise, Sr., to Nicholas Wise, Jr., descent.

Nicholas Wise, Jr., to Charles Wilder, sale, 150 acres.

Charles Wilder to William Porteen, sale.

William Porteen to Daniel Porteen, descent.

Daniel Porteen, or his executors, to the vestry of Elizabeth River Parish, sale, 86 acres.

Vestry to Samuel Smith, sale, January 17, 1734.

Deed Book 12, Norfolk County Clerk's office, Page 33.

Samuel Smith to John Smith, descent.

John Smith to Josiah Smith, sale, 1747,—Deed Book 14, Page 107.

Josiah Smith to John Smith, will,—Will Book 1, Page 53.

This last John Smith, "Gentleman,"—as he always took pains to tell us in his deeds,—sold the property off in lots of various sizes, as purchasers wished them. A plan of the property had been made by Col. Lemuel Newton, on November 10, 1710, and that plan and John Smith's deeds determine the shapes and sizes of all the lots on the whole or part of these streets: Botetourt, Dummore, Suffolk or Yarmouth, as it was afterward called, Duke, the northern half of Boush, the western end of Queen, the southern end of James, the whole of York, and the western part of Bute and Freemason. The dates of his deeds are from about 1707 to 1800.

Let us see if we can follow the plan by which this property was laid off into streets. Beginning at the western end, it is perfectly regular, and all the streets cross each other at right angles until you come to Duke. The northern part of this is still regular, but the part south of Bute is at an oblique angle. There are two good reasons for this: The fact that the line of the Glebe property here was oblique, and the position of the creek which runs up on the west of this street. So this part of the street is also run parallel to the same line by which Boush street was run, and at such a distance from it as to give a reasonable depth to the lots on each side, on the east back to the Boush property and on the west back to this little creek, Glebe Cove, as it was called. But Mr. Smith was evidently ashamed of making this angle in this street, so, in order to have only straight streets on his plan, he actually gave these two parts different names. The northern part he called Princess and the southern part he called Duke.

At Bute street there is an angle in Boush street. This is due to the fact that these parts of Boush street are on different tracts. They also had different names, the northern part being called Amelia street. This northern part was on the Glebe tract and maintained the parallelism established by the other north and

south streets on that plan, while the southern part was on the Boush plan, and ran parallel to its own back line.

The angle in Freemason street occurred just in the middle of the head of Glebe Cove, which completely cut the street in two, crossed it and ran into the middle of the square toward Bute, and, branching, also ran down toward Duke. West of this angle Freemason street is parallel to the east and west streets of the Glebe property. Its direction east of this angle was such as to make it coincide with, and form a continuation of, the Freemason street as laid out on the Boush plan.

The northern part of Boush, or Amelia, street stopped at a little branch of Glebe Creek, which cut its career short a little beyond the corner of Queen. Duke got but little further. As for Brown, Dartmouth and Grace streets, they were not so much as heard of in those days.

Such was the platting of the "Old Glebe." How difficult it is for us in these days, never having known this property in any other state than as a handsome, well-built-up portion of the city, to think of it as a farm. Beautiful houses have long since taken the place of the corn stalks and tobacco plants; streets and trolley poles have supplanted the marked white oak trees, but it is the same old property nevertheless.

Before we describe the other tracts let us say one parting word about our old friend,—Town Back Creek,—which bordered, in part, the three tracts which we have discussed. Its full name is preserved to us in the plat of the Glebe land, although it is more frequently spoken of simply as "Back Creek," for the sake of brevity. It includes everything west of Granby street, out to the river, between the old Newton house at the corner of Granby and Plume, and the high ground of the Tazewell property. Then it stretched eastwardly nearly to Church street, and northwardly across Freemason, near the corner of Granby. The following prominent buildings are erected in its formerly watery domain: The Monticello

Hotel, the Haddington building, the City Market and Armory, the Ohel Shalom Temple, the church at the corner of Freemason and Granby, the United States Post Office, the Court House and the city jails. We are told that it "ebbed bare," and in 1765 was said to have never "been possessed in the memory of man." To-day it has ebbed bare once for all, is very thoroughly possessed, and is worth millions of dollars, although there are men yet living who remember not only soft crabbing, swimming and rowing in it, but even shooting wild ducks in its waters. It was crossed by two bridges, the old "Stone Bridge," near the Monticello Hotel, and by a wooden bridge on Bank street, near the Court House. It is responsible for the break in the eastern line of Granby street, at City Hall avenue, and for the angles in Brewer and Bank streets, which angles were formed by the misjoinder of streets on the Boush plan to streets on the Town Lands. The old creek has gone, but on April 7, 1889, it rose once more in its might and stood three feet deep in the street at the jail building on the corner of Avon and Cove,—Town Back Creek had reclaimed its own.

Another of the eight original tracts, as we might call them, is "Smith's Other Land." This name is not official, but the deeds to the Glebe property speak of it in this way, and we have adopted the description for want of a better. The Smith referred to was Samuel Smith, a great man in his day, being both a vestryman and mayor, and it was in the deed of the Glebe property to him that its eastern boundary was spoken of as being a line running along "the said Smith's other land." It was a tract of 64 acres, through the middle of which ran Queen street. It fronted on Church street from Bute to about half a square beyond Queen, at which point it left Church street at an oblique angle, and was bounded on the north by the Thomas Newton property and a branch of Glebe Creek. It was bounded on the west by the Glebe property, and south by Bute street. It has been built on in large part

with houses occupied by colored people. One of the remarkable things about it is the extent of a branch of Glebe Creek which was, in part, its northern boundary. This branch, which is in our days represented by the marsh between Granby street, extended, and James, and which is being rapidly filled up, then extended across James, Brewer, Cumberland and Hawk streets and stopped in the square between Hawk and Smith. Its course is still marked by a ditch or drain. Another thing worthy of notice was a colored cemetery at the southwest corner of Hawk and Scott streets. It included nearly the whole of Queen, a third of the north side of Bute, nearest to Church, a square and a half on Church, and parts of James, Smith, Bank and Hawk.

The chain of title to this property is believed to be as follows:

The same as that of the Glebe from the patent from the Colony of Virginia to William Porteen.

William Porteen, or Daniel Porteen, or his executors, to Adams, sale, 64 acres, being the original 200 minus the 50 of the Town Lands, minus the 86 of the Glebe land.

Adams to Samuel Smith, sale.

Samuel Smith to John Smith, descent.

John Smith to Josiah Smith, sale.

Josiah Smith to John Smith and James Hutchings, executors, power of sale by his will,—Will Book 1, County office, Page 53, probated January, 1761.

Josiah Smith directed his executors that: "What shall remain of a tract or parcel of land unsold at my decease lying and being on the main road (that is Church street) near the Borough of Norfolk, containing at first by a survey and plan of the same 56 acres (we think this should have been 64 acres), be laid off into lots or half-acres, and be sold at the discretion of my executors."

In pursuance of this power, the two executors made sale of the land by a plat carefully drawn so as to have as few right angles in it as possible. We find from the deeds the following purchasers, Richard Scott, William Aitchison, C. Calvert, J. Calvert, S. Calvert, W. Brambles, B. Knight, P. Carberry, W. Orange, N. Wonycutt, E. Archer, S. Bacon, P. Dale, M. Calvert, P. Loyall, G. Abyvon,

William Bradley, J. Hutchings, A. Gordon, S. Westcott, W. Ferrall, E. Moseley, F. Ferrall, N. Bagel and M. Robertson. We wonder how many of their descendants own any part of it to-day. That there are some we do not doubt, but whether owned by their descendants or not, these are the purchasers under whom the present owners claim.

North of "Smith's Other Land" lies the property owned we know from 1775 to 1804 by Col. Thomas Newton. It was of irregular shape, fronting on the old Church street road about the distance of a square and a half, beginning where that other tract of Smith stopped and running about a half square north of Nicholson street, named in honor of the governor. Away out here in the country we have at last gotten out of the range of those elastic 200 acres of Nicholas Wise, and we are now on land covered by another patent,—one granted by the Colony of Virginia, acting through Sir William Berkeley, its Governor, of historic fame, to Abraham Ellet, on March 25, 1664, for 250 acres, in consideration of his having gone to the trouble and expense of importing five persons into the Colony, and to its presumed advantage. We will give this patent in full in connection with another tract whose title we know better. The chain of title from this first owner to Colonel Newton is unknown to the writer. This tract embraced a large number of small squares, and takes in the whole or part of these streets: Nicholson, Scott, Liberty, Salter, Jefferson, Cumberland, Hawk and Smith. It is an unattractive portion of the town, and is occupied principally by colored persons.

We have now described all the land lying on the west side of the "Old Road." Let us go back to town and see about the lands which lay on the east side.

On the right hand side, going out from town, and opposite the Boush tract, we first see the magnificent Walke property. This piece of land began on Church street at the corner of Cove, and ran up Church all the way to Wood street, then down Wood to Newton's

Creek, and down that creek to its first branch, now the site of Cove street, and up that branch back to Church. It would seem that a large piece of the "Town Lands" must have been purchased and added to this tract, extending it even down to Main street, and taking in the two squares on the north side of Main to Chapel. We do not see how this could have been its original area, as we believe this little part was a portion of the original 50 acres of the "Town Lands." But, at any rate, the Walke plan, as made in 1785, ran all the way from Main to Wood.

In the earlier part of the history of the town this was a very fashionable section, some of our oldest and finest residences being here, conspicuous among them the imposing Riley residence, at the northeast corner of Riley and Holt streets, at one time known as "The Retreat for the Sick," with its large grounds, paved walks and trees, all protected by massive brick walls. This Walke property takes in all of Fenchurch, Riley, Walke, Falkland, Mariner and Holt streets, the eastern end of Charlotte and a large part of Chapel. Like other tracts we have mentioned, its value to-day is millions of dollars.

The chain of title to this land, we are told, is the same as that of the Glebe, given above, down to the time of William Porteen, who is said to have sold it to Anthony Walke. At least, so Forrest tells us in his history of Norfolk. But right here we have difficulty in finding any room for this tract in the 200 acres of Wise, for these appear to be all taken up in the "Town Lands," the Glebe and "Smith's Other Land," but it is clearly included in the patent given above to John Watkins, in 1644. We are also told by Forrest that a large part of this property remained in this family for more than a century. In 1785 a plat was made of the property for the purpose of division among the heirs of the last owner. The old Walke house, we have been told, is still to be seen on this property,—it is a brick house (recently altered considerably, and its ancient appearance somewhat oblit-

erated by stucco), at the northeast corner of Holt and Chapel streets, standing about in the middle of the tract.

Pursuing our journey from town, and leaving the Walke tract at the corner of Church and Wood, we next notice the land on which is St. Vincent's Hospital. The writer knows very little about this tract. It stretched along the eastern side of Church street from Wood all the way up to a point opposite the corner of Nicholson. The origin of this title seems to be very obscure, and has given great trouble to title examiners. It was most likely a portion of the Abraham Ellet patent. In the year 1775 it was the property of Wilson Newton, and it is no doubt from this fact, and for the reason that the property north of it also belonged to the Newtons from 1719 to 1838, that the creek, which we have so often mentioned, took its name. This creek formed the eastern, and a branch of it the northern, boundary of this tract. The Newtons, it will be seen, thus owned the western side of this creek from Princess Anne avenue to Wood street. No plat was ever made of this property. It was rather low and marshy. Streets were opened through it as the needs of the community required, at different times and in an irregular manner. Those now on this property are Newton, Pulaski, Master, part of Chapel, Clay, Moseley, Queen, between Church street and Brambleton avenue; Burruss, Jones and Bute street, extended.

The last tract which we will notice out here in the country is the Charles Sayer Boush property. This stretched along the east side of the old road from the Wilson Newton property, beginning at a branch of Newton's Creek which came up to Church street opposite the corner of Nicholson, all the way to Princess Anne avenue, ran out that ancient road to the head of Newton's Creek, and down that creek to the branch which runs up to Church street.

The original patent for the tract of land of 250 acres, which includes this piece, the property of Col. Thomas Newton, that of Wilson Newton, and, no doubt, other property in the

northern part of the old town, is as follows: "To all, &c., Whereas, &c., now Know ye, that the said William Berkeley, Knight, Governor, &c., give and grant unto Abraham Ellet 250 acres of land situate, lying or being in the County of Lower Norfolk—Beginning at a Spanish oak and so running for lengths northerly upon the land of William Ship and for breadth westerly crossing a small creek butting on the Gleabe lands, and so again for lengths southerly upon a small creek and so easterly to the first mentioned marked tree bounding the said quantity of land. The said land being due unto the said Abraham Ellet by and for the transportation of five persons, &c."

The clearness of this patent should have entitled Sir William to immortality, even if he had not had it thrust upon him by Nathaniel Bacon. For impenetrable foggiess and hopeless incomprehensibility this patent should take the first prize at a conveyance show. It serves to confuse us, without illuminating us, and to bring into question some of our former conclusions, which, but for this patent, seem pretty clear. It seems a hopeless task to attempt to follow its elusive descriptions. If we only knew where the Spanish oak was, or the land of William Ship, a little more definitely than merely that they were in the county of Lower Norfolk, we might do something with this description. We learn from it, however, that it was not the earliest patent in that portion of the suburbs, for in running "northerly upon the land of William Ship" we see that he must have already acquired an adjoining tract to the east. It serves to confuse our other deductions when the patent says: "And for breadth westerly crossing a small creek *butting on the Gleabe lands.*" Does this mean that this 250-acre tract itself "butted on the Gleabe lands," or that it crossed a creek which "butted" on those lands? If the land itself "butted" on the Glebe lands, this tract must include the "Smith's Other Land" tract, and our early chain of title to that tract be wrong. But we think it means that it crossed a creek, which creek "butted" on the Glebe lands. The

crossing of any branch of Glebe or Smith's Creek would satisfy this requirement. On the whole, we think it is better to give up the attempt to follow these lines, and rejoice that old Sir William had all the trouble which Bacon gave him. He richly deserved it, on account of this patent if nothing else. Of course we know in a general way where these 250 acres are, because we know they included this tract of Charles Sayer Boush—his chain of title establishes that—and that they stretched toward the west, coming into contact with creeks near the Glebe lands. No locality in Lower Norfolk County satisfies these requirements except the northern part of Church street.

This tract of land was formerly called "Boush's Pasture," and was, in large part, of a marshy nature. It was platted in 1775, the owner being apparently very proud of owning it, for he gives each of his names to streets upon it. Besides its considerable frontage on Church and Princess Anne avenue, it comprehended the whole or parts of these streets: Charles, Sayer, Boush, Calvert, Wide and Landing. But alas for human plans! Their innocent device to render his name immortal has been cruelly defeated by the heartless City Councils. Sayer has been changed to Chapel, and Boush to Henry, leaving only the name of Charles, the least significant of the three.

The plat of this property has a grewsome picture on it representing a poor wretch dangling from a gallows erected across the avenue, near the corner of the two old roads, and indicating that as the place of public execution. The geographical position of Princess Anne avenue is shown by this plat to be determined by the length of Newton's Creek, this road being the first route to the east which could be taken without bridging this creek. This plat also tells us that at the south end of Landing street "a large loaded flat may come here." This fine landing, on such deep water, is about half a square south of the corner of Calvert and Landing, and is pretty firm land now. This plat is really a very gossiping little map.

It tells us a good many interesting things, among others that at that time there was a "Tann Yard" at the northeast corner of the two old roads; that the land on the other side of Princess Anne avenue was owned by Samuel Farmer, and that on the other side of Newton's Creek by John Freeman, that to the south by Wilson Newton, and on the other side of Church street that George Abyvon, John Pool and Thomas Newton held sway. But, after all, this property is not an attractive portion of the town, and is largely occupied by the colored race. We know its title, however, fairly well. It is as follows:

The Colony of Virginia to Abraham Ellet, patent, March 25, 1664.

Abraham Ellet to Sarah Ellet, will,—Book of Wills and Deeds, No. 4, Page 16.

Sarah Ellet to Alice Denise, sale.

Alice Denise to William Newman, sale.

William Newman to Thomas Norris, sale,—Deed Book 1, Page 100.

Thomas Norris to Thomas Brink, sale,—Deed Book 4, Page 209, 50 acres, a part of the property.

Thomas Brink to William Porteen, sale,—Deed Book 5, Page 83, the above 50 acres.

Thomas Norris to William Porteen, sale,—the other 50 acres of a 100-acre tract cut off from the original 250.

William Porteen to Lemuel Newton, sale,—Deed Book for 1719-1723, Page 171.

Lemuel Newton to Nathaniel Newton, descent.

Nathaniel Newton to Col. Samuel Boush, sale, January 20, 1738.—Deed Book 12, Page 266.

Col. Samuel Boush to Charles Sayer Boush, will,—Will Book 1, Page 37.

This last owner platted the land, and subdivided it into lots in September, 1775, and sold it to various persons, among whom we find the names of John James, James Marsden, James Holt, William Holmes, William Row, Christopher Calvert, Nathaniel and Arthur Boush and James Theloble.

As in the case of Town Back Creek, we owed much of our information to a dispute about ownership; here again we are indebted to a law suit for a part of this property, for the above chain of title, it having been worked out by Judge W. H. Burrows, one of the counsel in the case.

The three patents given in this essay account for 548 acres of the old town. The

acreage of high land in the four old wards of the city is computed at 665 acres. We think that the 117 acres, the difference between these figures, would be accounted for by the filling up of the river and creeks which has taken place, and believe we have in these early transactions the foundation of the present ownership of all the land in the city.

Before we close we must say a word about the personnel of those early landowners. They were of the first dignity and importance in the community. The list of the mayors of the town contains the names of many of those whom we have had occasion to mention in this chapter. At the head stands Samuel Boush, mayor in 1736; then came George Newton, 1736; John Hutchings, 1737; Samuel Smith, 1740; Josiah Smith, 1741; Thomas Newton, 1747; Wilson Newton, 1751; Paul Loyall, 1762; George Abyvon, 1767; Cornelius Calvert, 1768; and John Boush, 1791. Many of these were elected more than once, the term of office being one year. The ownership of land at an early day, and for long afterward, was a prerequisite to the right to vote, and its control carried with it a good deal of consideration.

Whether the object sought in founding the city of Norfolk was accomplished or not; that is, whether the price of tobacco was thereby increased, we do not know. We very much doubt it. We know that most of the 20 towns founded at that time are now no more, and are prepared to believe that long before its demonetization the value of the weed steadily declined. But of this we are sure, that a city was thereby founded which is celebrated for its amenities, and which has a vigorous and healthy growth, and that its existence has been, and is, a blessing to thousands of our fellow beings.

C. WHITTLE SAMS.

The first Council under the charter of the borough of Norfolk organized on the 18th day of November, 1736. Sir John Randolph, Knight, qualified as recorder, George Newton,

John Hutchings, Robert Tucker, John Taylor, Samuel Smith, Jr., James Ivy and Alexander Campbell, Gents., qualified as aldermen. Samuel Boush, designated by the charter as mayor, being dead, George Newton was unanimously chosen to fill the vacancy. Maj. David O'Sheal was appointed deputy recorder. Other aldermen between the above mentioned date and 1789 were: Josiah Smith, John Phripp, John Ellegood, Edward Pugh, Thomas Newton, John Tucker, Wilson Newton, Christopher Perkins, George Abyvon, Richard Kelsick, Paul Loyall, Charles Thomas, Archibald Campbell, Lewis Hansford, Maximilian Calvert, William Atkinson, Cornelius Calvert, Bassett Moseley, George Kelly, Thomas Mathews and Paul Proby. Alexander McPherson was the first clerk of the market; Aldermen Samuel Smith and Alexander Campbell intending to remove to Europe, resigned on the 24th day of June, 1742. On the 15th day of August, William Nimmo was chosen recorder in place of Col. David O'Sheal, deceased, and on the 22d of August, 1748, Peyton Randolph was chosen recorder in place of William Nimmo, deceased; Anthony Lawson was elected deputy recorder on July 17, 1766. Henry Tazewell, father of Governor Tazewell, was made recorder August 19, 1782.

The American Gazeteer, published in Boston in 1797, and represented to contain "reliable accounts of Richmond, Petersburg and Norfolk," as they were at that day, has the following paragraph in reference to Norfolk:

"Norfolk is the most considerable commercial town in Virginia. It was burned on the 1st of January, 1776, by the 'Liverpool' man-of-war, by order of the British Governor, Lord Dunmore, and the loss amounted to £300,000 sterling. The town now contains about 500 dwelling-houses, a Court House, a Gaol, an Episcopal and Methodist Church, and an academy. In 1790 it contained 2,959 inhabitants, including 1,294 slaves. The town is governed by a mayor and five aldermen. It carries on a brisk trade with the West Indies, Europe and the different States, and consti-

tutes with Portsmouth a port of entry. The exports for one year (1794) amounted to \$1,660,752. A canal 16 miles in length is now cutting from the north branch of Albemarle Sound in North Carolina to the waters of the Southern Branch of the Elizabeth River. It will communicate with the Elizabeth River nine miles from Norfolk. Merchant vessels of the largest size may go within a mile from the mouth of the canal, and here the water being fresh, the worm which does such damage to vessels in Norfolk and Portsmouth will not affect them."

NORFOLK AS A CITY.

On the 11th of February, 1845, Norfolk ceased to be a "borough," and by virtue of the amended charter of that date became a "city." During the year following the increase in real estate was \$121,048, and the tonnage entered and cleared at the Custom House showed a gain of 100 per cent. In 1847 the famine in Ireland produced an extraordinary demand for corn, and the exports of this article from Norfolk were very great and profitable. In 1847, to the ever memorable year of 1855, Norfolk advanced slowly but steadily, and a revived prosperity was evident. The summer of the latter year brought upon the city the most terrible visitation that ever affected an American city and in three months converted Norfolk and Portsmouth into charnel houses. The dread disease was *imported*; it was not *indigenous*. Since then, by means of proper precautions learned at dear cost, Norfolk has been free from pestilence, and its health record will compare favorably with any city in the country.

From 1855 to 1861, the beginning of the Confederate War, the people engaged bravely in the work of recuperating the shattered fortunes and enrgies, and in 1860 had again taken up the thread of the lost trade, and with splendid and commendable energy were pushing their connections to the South and West. But the war stopped all this and brought on

another complete suspension of business and stopped all commercial operations. Four years of war drove out from their counting-rooms and warehouses, their stores and workshops, the business men of the community. They laid down their business to take up arms in behalf of their State, and those who returned after the war found their capital impaired, their trade gone, their places of business and their private residences occupied by strangers, and in many instances themselves penniless and their families homeless.

They went to work with a determination to rebuild their shattered fortunes and to make Norfolk more prominent than she had ever been before to the commerce of the country. Day and day they toiled, year and year they worked, and each day and each year the trade and building exhibit showed an increase over the previous one.

The value of imports in 1900 was \$222,058.98. In 1900 1,805 vessels were required to transport coal from this port. (The first car-load of Pocahontas coal arrived over the Norfolk & Western Railway,—New River division,—on the 17th of March, 1883.) Over 700 steamships and 1,900 other vessels cleared from this port for foreign ports during the year 1900. For coastwise trade during the same year 2,353 vessels cleared from the Custom House. The total tonnage of vessels entered and cleared from this port during 1900 was 11,134,134; cargo tonnage, 19,484,734.

An idea of what the growth of the city has made necessary in the erection of new buildings may be gathered from the following comparative statement of buildings erected for a period of 11 years past:

Year.	Brick.	Frame.	Total.	Value (est.)
1890.....	79	71	150	\$ 375,000
1891.....	93	77	170	492,000
1892.....	78	139	217	425,000
1893.....	173	126	299	550,000
1894.....	180	252	441	951,858
1895.....	130	170	300	640,600
1896.....	108	140	248	434,400
1897.....	93	75	138	760,000
1898.....	136	98	234	1,220,000
1899.....	197	150	347	805,150
1900.....	193	143	336	1,230,560

The United States Census Bureau report of the manufacturing industries of Norfolk in 1900 is as follows:

Establishments	445
Capital	\$6,425,099
Increase in 10 years.....	88 per cent
Value of products.....	\$9,397,355
Increase in 10 years.....	84 per cent
Average number of wage earners.....	4,334
Total wages	\$1,571,229
Miscellaneous expenses	791,597
Cost of materials used.....	5,283,975

This outline unfolds the splendid destiny of Norfolk, and the recent growth is only the beginning of a great continental emporium. The predictions of the great scientist, Commodore Mathew F. Maury, are rapidly materializing. He observed that "Norfolk is in a position to have commanded the business of the Atlantic seaboard. It is midway the coast. It has a back country of great fertility and resources, and as to the approaches from the ocean, there is no harbor from the St. Johns to the Rio Grande which has the same facility for ingress and egress, at all times and in all weathers. The waters flowing by it into the sea separate the producing from the consuming—the agricultural from the manufacturing States of the Atlantic slope; and there unite the channels that lead from the famous regions in the country for corn, wheat and tobacco to the marts of commerce. * * * The natural advantages of the position will be obvious to anyone who will compare the back country in Norfolk with that of New York. The country drained by the Hudson is all the back country which naturally belongs to New York. - But the back country of Norfolk is all that which is drained by the Chesapeake Bay—embraced by a line drawn along the ridge between the Delaware and Chesapeake, thence northwardly, including all of Pennsylvania that is in the valley of the Susquehanna—all of Maryland this side of the mountains—the valleys of the Potomac, Rappahannock, York and James rivers—with the valley of the Roanoke and a great part of the State of North Carolina whose only outlet to the sea is by way

of Norfolk. * * * Virginia saw those advantages and *slept upon them*. Nature had placed them there, and she did not dream that man could take them away. But the enterprise of New York has taken them away. The South wants to regain her direct trade. We do not wish to discourage the effort, great as the odds against Norfolk now are, for we know there are men in the South who have energy, enterprise and capacity enough for anything that energy, enterprise and capacity can effect." If that great Virginian could see now how the energy, enterprise and capacity of Southern men are making Norfolk and her sisters forge ahead, he would exclaim: "Truly the people are aroused and are building on the natural advantages so as to realize my ideal in the near future." The following summary of facts are significant of the growth and importance of Norfolk:

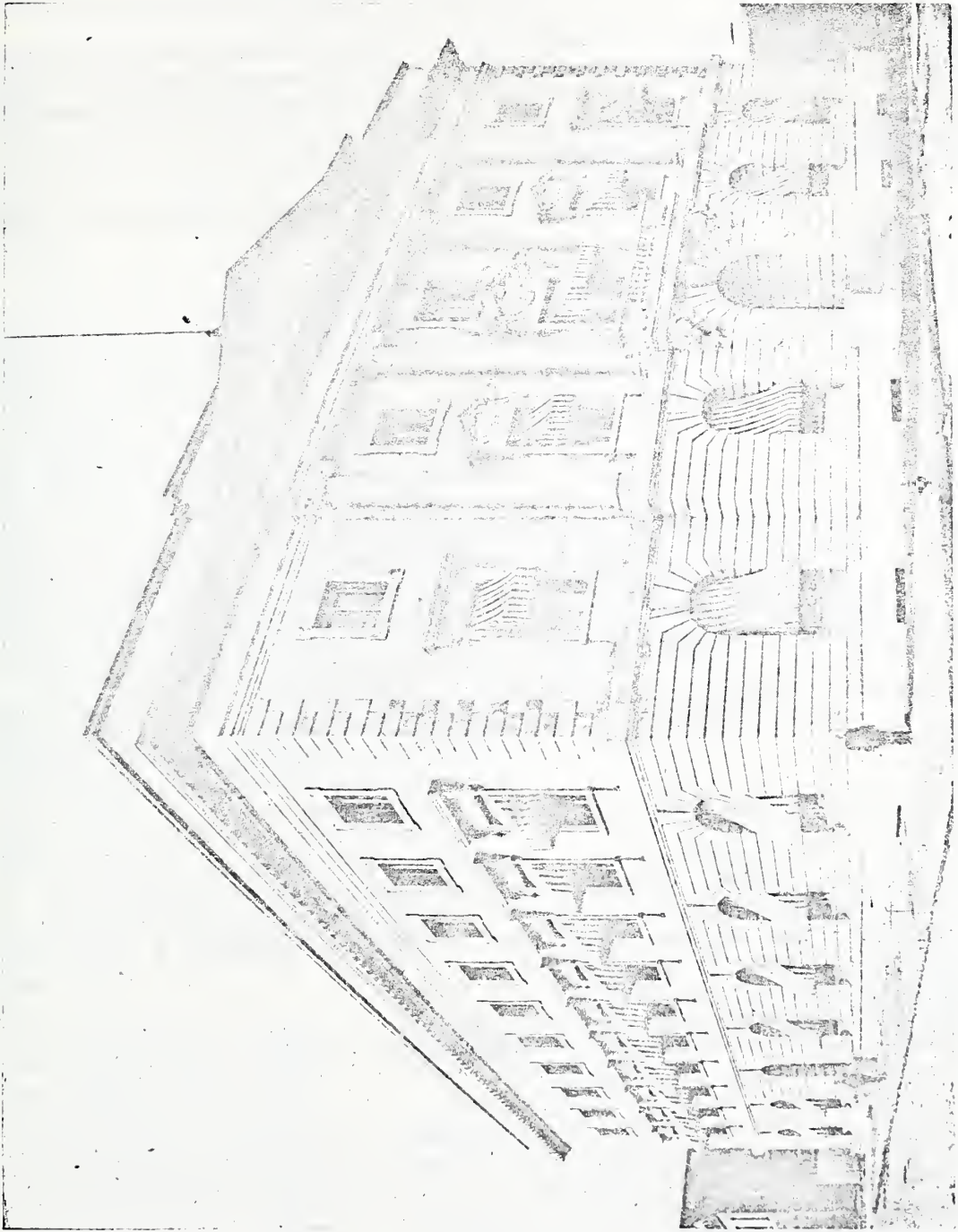
The Norfolk Post Office stands among the important post offices of the South and is the distributing point for an immense total of mail matter of all kinds. The system prevailing in the Norfolk Post Office is excellent and thoroughly up-to-date. The postmaster is Col. John R. Waddy, and his assistant is S. B. Carney.

The Post Office force includes 15 railway postal clerks, 21 post office clerks, 25 letter carriers, three substitute letter carriers and two substitute post office clerks, one janitor and one special laborer,—a total of 68 men.

The outfit of the office includes stamping machines of the latest device for printing the date and hour of arrival and departure of each piece of first-class mail handled.

The report of registered matter handled during the year ending December 31, 1899, gives figures as follows:

Letters and packages registered at Norfolk	13,492
Registered package envelopes made up and dispatched	12,079
Through registered pouches and sacks up and dispatched.....	2,325



U. S. COURT HOUSE AND POST OFFICE, NORFOLK, VA.

Through registered pouches received	2,031
Registered package envelopes received	21,388
Registered package envelopes received in transit	63,971
Letters and packages received for delivery	23,780
Total number registered articles handled	139,066

There were 43 mails received and dispatched daily, and about 25,000 letters originated and were received at this office daily. The gross receipts of the office are about \$110,000 per annum.

For many years the Norfolk Post Office has been maintained in its present location, the stately old government building on Main street. This building is also used for the United States Court room and as the Custom House for this port. The growth of Norfolk and consequently its postal business has been so great that new and enlarged quarters for the postoffice became imperative.

To meet this demand the United States government is now completing, at a cost of about \$350,000, a thoroughly modern, finely equipped Post Office building on Plum street. This will be completed in the near future. The Post Office will then be removed to it and other branches of "Uncle Sam's" service will then monopolize the present public building.

No better index to the growth of the city can be found than the postal receipts. The following is a comparative statement of the past 10 years:

Year ending Jan. 30, 1887.....	\$47,055.71
Year ending Jan. 30, 1888.....	50,023.86
Year ending June 30, 1889.....	
Year ending Jan. 30, 1890.....	56,476.60
Year ending Jan. 30, 1891.....	68,419.82
Year ending Jan. 30, 1892.....	74,360.20
Year ending June 30, 1893.....	
Year ending Dec. 31, 1894.....	83,309.48
Year ending Dec. 31, 1895.....	84,892.42
Year ending Dec. 31, 1896.....	90,027.74
Year ending Dec. 31, 1897.....	98,626.34

Year ending Dec. 31, 1898.....	99,406.25
Year ending Dec. 31, 1899.....	106,964.29

In addition to the above comparative statement the following facts showing the volume of money order business transacted in this office will be interesting:

Cash on hand January 1, 1899..	\$ 7,083.32
16,088 domestic orders issued...	137,222.15
Fees and war tax on same.....	1,354.42
882 international orders issued...	19,607.85
Fees on same.....	221.40
3,844 deposits received.....	490,490.22
Errors03

Total\$655,979.39

17,473 domestic orders paid.....	\$198,371.87
120 domestic orders repaid.....	1,146.50
253 international orders paid....	4,360.71
3 international orders repaid....	90.36
Deposited account Treasurer U. S.	446,700.00
Errors	1.12
Cash on hand December 30, 1899...	5,308.83

Total\$655,979.39

NORFOLK WAREHOUSE ASSOCIATION.

An accurate history of the city of Norfolk would contain as one of its essential elements a somewhat abridged yet perfectly coherent and comprehensive history of the cotton export trade and even possibly of the inter-State and manufacturing history of the staple. It is not intended in this brief article to attempt a review, even in brief, of Norfolk's share in the fortunes of King Cotton, but rather to contrast the beginning and ending of the past decade from 1890 to 1900. In the record of the past the wise man reads the promise of the future, and when the resident of Norfolk for the last 10 years casts his eyes over the details of cotton trade handling as he has seen it develop at this port during that period, the rainbow of promise of future suc-

cess wears exceedingly bright and distinct hues.

In 1890, and so late even as 1896, the cotton interests of Norfolk were divided, factional and self-destructive, each of its great firms running at great expense its private warehouses which for nearly one-half the year stood empty, which warehouses, situated on either side of the Elizabeth, were not originally intended for such uses, and were as a natural result ill-fitted for such usage, often low, damp and of deteriorating effect on the cotton stored in them, subject to danger from high tides, from fire and other dangers. The compresses were not convenient to the warehouses, were equally scattered, their rivalry ruinous and their idleness often ate up their profits. The firms also, like the warehouses and compresses situated in the business center, were scattered, and at a disadvantageous distance from the Exchange and fighting for individual supremacy instead of the common interests of the members of the exchange and those of the port, while for half the year a scene of inactivity, living on the season and lack of growth confronted them. Yet, and in spite of those great and damaging drawbacks, the cotton trade at Norfolk flourished and the port rose steadily to nearly the front rank in cotton exporting.

When the case was most desperate and the question of Norfolk's further availability as a leading port in the cotton trade was at a crisis, arose the Norfolk Warehouse Association, the result of the combined thought of the present officers of the association, who are as follows: President, John N. Vaughan; vice-president, J. W. Perry; secretary, John S. Jenkins; treasurer, Fergus Reid.

These gentlemen conceived the idea that great economy could be effected in the handling of the trade if it were all concentrated at one point. To decide with them was to act, and at once they proceeded to acquire a tract of land on the river front in Atlantic City Ward, comprising about eight acres, having a frontage on the river of about one-eighth of a mile,

and to erect on this property a plant suitable to meet every emergency. They were cotton men and knew what the cotton traded needed, and the results are full proof of their wisdom. Most of this property is now covered by brick warehouses, completely fireproof and weather and tide protected and having all necessary adjuncts, compress and superb wharfage, etc., making perhaps the most complete and compact system of cotton warehouses in the United States. The results have been many, and even such as to perhaps surprise the originators of the idea. A new Cotton Exchange faces the warehouses across Front street. Every cotton house of importance is now located either in the Exchange building or within stone's throw of it. It is a cotton city of itself. One result has been a very considerable saving to the trade in charges for handling the cotton business; in fact the trade is now handled at less expense than at any other point in the United States. It is found by those interested that property used during the cotton season for the care of the cotton business, which formerly lay idle during the spring and summer, can now to great advantage be made to turn an honest penny and pay a profit where it before sustained a loss, and with this idea in view there has been added to the original plant a complete equipment for the manufacture of ice, with a capacity of from 60 to 70 tons per diem. This is operated from May 15th to September 15th, and furnishes about one-third of the total consumption of the city during that period. Another plant which has been added to the original design is an equipment for the manufacture of ground gypsum, otherwise known as land-plaster, which is used largely in Eastern North Carolina as a fertilizer for peanuts. This plant has a capacity of from 7,000 to 10,000 tons during its season, which lasts from about May 1st to August 1st.

The total value of the Norfolk Warehouse Association plant is perhaps between \$300,000 and \$400,000, and in addition to its being of great benefit to the trade of Norfolk,

which it has been the means of increasing to some extent, it has proved a financial success for its originators and stockholders, and promises in the future to do even more as its scope of usefulness enlarges, which, with the growth of the port in commerce and manufacture, most naturally follow.

The success attending the consolidation of interests in this great warehouse plant has inspired other industries to a like consolidation and building on economic basis, and the benefits accruing to the business industry of the port have been and are enormous. As another result of this institution. Norfolk is coming to be looked upon as perhaps the safest place at which to store cotton for export in the United States and the great saving in condition of cotton, safety from deterioration and damage, and its advantageous position geographically and in relation to trans-Atlantic shipping courses will, it is confidently expected, make it eventually the leading port of cotton export of the country.

To a very large share of this condition of affairs the Norfolk Warehouse Association lay claim.

Virginian Pilot.

PATRIOTISM AND PATRIOTS OF NORFOLK.

The people of Norfolk were among the first of the colonists to express their condemnation of the oppressive laws of Parliament and resist the tyranny of the British Crown. On the 31st day of March, 1766, a public meeting was held at the Court House and "The Sons of Liberty" organized to oppose by all suitable means the detestable Stamp Act and to propose a union with other colonists to prevent the operation of a measure so manifestly unconstitutional and oppressive. The meeting was presided over by the Episcopal clergyman, Rev. Thomas Davis, and the secretaries were William Roscoe Carle and James Holt. The preamble and resolutions adopted and signed were as follows:

Having taken into Consideration the evident tendency of that oppressive and unconstitutional Act of Parliament, commonly called the Stamp Act, and being desirous that our sentiments should be known to posterity; and recollecting that we are a part of that Colony who first in General Assembly openly expressed their detestation to the said Act (which is pregnant with ruin, and productive of the most pernicious consequences), and unwilling to rivet the Shackles of slavery and oppression on ourselves and millions yet unborn, have unanimously come to the following Resolutions:

1. *Resolved*, That we acknowledge our Lord and Sovereign, King George the Third, to the utmost of our power and ability, support and defend his most sacred person, crown and dignity; and shall be always ready, when constitutionally called upon, to assist His Majesty, with our lives and fortunes; and to defend all his just rights and prerogatives.

2. *Resolved*, That we will by all lawful ways and means which Divine Providence has put into our hands, defend ourselves in the full enjoyment of, and preserve inviolate to posterity, those inestimable privileges of all free-born British subjects of being taxed only by representatives of their own choosing; and of being tried by none but a jury of their peers. And that if we quickly submit to the execution of the said Stamp Act, all our claims to civil liberty will be lost, and we and our posterity become absolute slaves. For, by that Act, British subjects in America are deprived of the invaluable privileges aforementioned.

3. *Resolved*, That a committee be appointed, who shall in such manner as they think most proper, go upon necessary business and make public the above resolutions, and that they correspond as they shall see occasion with the Associated Sons of, and Friends to, Liberty, in the other British Colonies in America.

(Signed) Thomas Davis, Ja. Holt, Henry Tucker, Maxhn. Calvert, Robert Tucker, Edward Voss, Jas. Parker, Fras. Peast, Robert Tucker, Jun., Samuel Calvert, Jno. Hutchings, Ja. Gibson, Lewis Hansford, Nicholas Winterton, Jno. Hutchings, Jun., Griffin Peart, Paul Loyall, Jno. Wilson, Will. Roscoe Carle, Wm. Skinner, Anthy. Lawson, Thos. Butt, Jos. Hutchings, Wm. Gray, Thos. Newton, Sen., Hudson Brown, Jno. Phripp, Jun., John Taylor, John Ramsey, Alexander Moseley, John Gilchrist, Jno. Taylor, Jr., Mathew Godfrey, William Calvert, Mathew Phripp, Willm. Aitchenson, Tho. Newton, Jr., Saml. Boush, Edward Hack Moseley, Jr., Wm. Hancock, Richd. Knight, Robt. Brett, James Campbell, Stephen Tankard, John Lawrence, Thos. Willoughby, Joshua Nicholson, James Dunn, Nicholas Wonycott, John Cramond, Mathew Rothery, Alexr. Kincaid, Jacob Ellegood, George Muter, Cornelius Calvert, Chrisr. Calvert and Edward Archer.

The Stamp Act was passed in 1763 and in the same year of the Norfolk resolutions Parliament repealed it; but in 1767 the Chancellor of the Exchequer carried through Parliament a new Act for taxing the Americans, putting a duty upon tea, glass, paper,

and other articles upon entering our ports. One June 3, 1775, the ship "Molly," Captain Mitchenson, arrived from Whitehaven, England, with dry goods, etc., consigned to Eilbeck, Ross & Company, but the Committee of Safety refused to allow her to land and ordered her to return to England, and in October of that year Dunmore seized James Holt's printing office, which greatly aroused the indignation of the people and then came the stirring events which eventuated in the destruction of the borough on January 1, 1776.

SUPPRESSION OF THE SLAVE TRADE.

The following address explains how the Norfolk Committee of Safety suppressed the slave trade.

To the Freemen of Virginia.

COMMITTEE CHAMBER, NORFOLK. March 6, 1775.

Trusting to your sure resentment against the enemies of your Country, we the committee, elected by ballot for the Borough of Norfolk, hold up for your just indignation Mr. John Brown, Merchant of this place. We are fully sensible of the great caution with which public censure should be inflicted; and at all times, are heartily disposed to accomplish the great design of the Association by the gentle methods of reason and persuasion. But an unhappy proneness to unmanly equivocation, which has so much distinguished Mr. Brown, and for which he has, in more than one instance, been censured by the voice of the people, added to the present manifest discovery of his secret and most direct attempt to defeat the measures of the Congress, in the case now before us, and of some very unjustifiable steps taken to conceal his disingenuous conduct, hath precluded us from the milder methods we would wish to adopt, and compelled us to give the public the following narration: On Thursday, the 2nd of March, this committee were informed of the arrival of the brig "Fanny," Captain Watson, with a number of slaves for Mr. Brown; and, upon inquiry, it appeared that they were shipped from Jamaica as his property, and on his account; that he had taken great pains to conceal the arrival from the knowledge of the committee; and that the shipper of the slaves, Mr. Brown's correspondents, and the captain of the vessel, were fully apprized of the Continental prohibition against that article. These circumstances induced a suspicion that Mr. Brown had given orders for the Slaves himself, which he positively denied, asserting that he had expressly forbidden his correspondents to send any, as being contrary to the Association, for the truth of which he appealed to his own letter-book. The Secretary being desired, at the request of Mr. Brown, to attend him to inspect the orders said to have been

given, reported that he had had some slight and hasty glances at letters written between the middle of December and beginning of January, and was sorry to say he had seen one directed to Mr. Henderson, and another to Mr. Livingston, both of the date of December, and a third to Messrs. Campbells, of the first of January, all containing positive and particular orders for remittances to be made him in Slaves; at the same time hinting the necessity of secrecy, as it is an article, he writes, he could not avowedly deal in. The Secretary also reported that he had seen a postscript, written a few days after the determination of this committee, directing the return of a Slave imported from Antigua, in which postscript Mr. Brown writes his correspondent to send him no more than two negro lads, as it would be dangerous to sell them here. But his orders to his other correspondents appear to have been so positive that they were complied with, notwithstanding his friend writes him that good Slaves would sell to more advantage in Jamaica than in Virginia. From the whole of this transaction, therefore, we, the committee for Norfolk Borough, do give it as our unanimous opinion that the said John Brown has willfully and perversely violated the Continental Association, to which he had with his own hand subscribed obedience; and that agreeable to the Eleventh Article we are bound "forthwith to publish the truth of the case, to the end that all such foes to the rights of British America may be publicly known, and universally contemned, as the enemies of American Liberty, and that every person may henceforth break off all dealings with him."

Mathew Phripp, Chairman.

James Taylor,	John Boush,
John Hutchings,	James Holt,
John Lawrence,	Niel Jamieson,
Joseph Hutchings,	Robert Taylor,
Thomas Newton, Jr.,	Thomas Claiborne,
Thomas Ritson,	Samuel Ingles,

Extract from the minutes.

William Davies, Secretary.

A letter dated Thursday, July 20, 1775, expressing alarm at a report of desertion from the glorious cause, was despatched to Norfolk from the several volunteer companies in Williamsburg.

On Saturday the answer from the committee was returned:

To the officers of the Volunteer companies in Williamsburg:

Gentlemen: We are happy in every expression of your attachment to the common interest of your country, and are glad we can inform you there is not the least foundation for the fears you have declared for our safety, upon an ill-grounded report that any among us are deserting the cause of their country, and enlisting against it. It is a report we can assure you that is totally devoid of truth. You may depend, we would not sit still as indifferent spectators of such hostile

measures. The time may come when we may stand in need of your assistance, surrounded as we are by armed vessels and some suspected inhabitants; we trust we shall then receive it; and should the Convention hereafter think it necessary to quarter any of you among us, you may rest assured we shall welcome you with willing hearts and open arms.

We are, gentlemen, your humble servants,

By order of the Committee.

WILLIAM DAVIES, Secretary.

These other actions of the Committee of Safety for Norfolk show that no truer, braver and more patriotic body of men has existed anywhere in all the time which has intervened. It is a glorious record of courage and devotion which should be cherished as a sacred heritage.

NOTABLE HISTORICAL INCIDENTS.

On June 30, 1784, the court ordered that a town Hall, 40 by 32 feet, be built on the public land adjoining Dr. Taylor's lot.

On April 2, 1819, the corner-stone of the new Custom House, Water and Church streets, was laid. President Monroe, Mr. Calhoun, Commodores Decatur, Cassin, Sinclair, Warrington, Elliott and Henley were present, and the Portsmouth Riflemen, Captain Kay, Norfolk Juniors, Captain Gibbons, and Captain Cooper's Cavalry gave a military air to the ceremonies. A big dinner followed. The building was burned down in 1861, during the Confederate war.

On October 22, 1824, La Fayette arrived in Norfolk; Mayor James E. Holt at the head of a grand procession received him. The school children strewed his pathway with flowers.

On April 24, 1844, Henry Clay visited Norfolk and was the guest of Col. Myer Myers.

On August 25, 1860, Stephen A. Douglass made a speech in Norfolk from the balcony of the National Hotel, corner of Main and Church streets.

On August 5, 1860, the "Great Eastern" arrived in Hampton Roads.

The Day Book was an able and persistent

advocate of the Union and peace until March 4, 1861, when the inaugural address incited its indignation expressed editorially: "Lincoln, the wild, political despot of the West, whose head has been crazed by the doctrines and isms of Horace Greeley, has proclaimed to those who had patience to hope better things of him that they must hope no longer. His inaugural has gone forth to the world, carrying with it the declaration of coercion fully and explicitly announced. It has told the millions of inhabitants of this country, who hoped for peace from his lips, that they shall have no peace. He proclaims to the South war! war! war!!! He has exposed his cloven foot plainly and openly to the gaze of all, that they may be no longer deceived; and we must say that henceforth we can have but little patience with any Southern man who would pretend that there is yet hope." This inaugural address united both political parties for the State and the South. Alexander Hamilton said: "There are certain social principles in human nature, from which we may draw the most solid conclusions, with respect to the conduct of individuals. We love our families more than our neighbors; We love our neighbors more than our countrymen in general. The human affections, like the solar heat, lose their intensity as they depart from the center, and become languid in proportion to the expansion of the circle on which they act. On these principles the attachment of the individual will be first and forever secured by the State governments; they will be a mutual protection and support." On these principles Whig and Democrat, Unionist and secessionist rallied to resist the invasion of Virginia and maintain her constitutional rights.

At a meeting of the Common Council of Norfolk City on November 5, 1861, John B. Whitehead, Esq., president, the following preamble and resolutions introduced by Mr. Bluford were unanimously adopted:

Whereas, it is the duty of every loyal citizen of the Confederate States to assist the constituted authorities thereof, and

Whereas, arms and parts thereof are much needed by the said authorities, be it therefore,

Resolved, That the Mayor be and he is hereby authorized and requested to appoint four citizens from each ward whose duty it shall be to visit the house of every white person to obtain contributions of arms or parts thereof, that will be of service to the said Confederate authorities, and that he be requested to give notice officially of the intended visit of said committee, so that the citizens may be prepared to give freely of such unserviceable arms or parts thereof as may be in their possession.

Resolved, That His Honor be further requested to appoint William E. Foster, superintendent for the Confederate Army, chairman of said committee, and that the whole collection of arms and parts thereof with a schedule be tendered by His Honor to the Secretary of War, as the gift of the City of Norfolk.

NORFOLK, VA., Dec. 12, 1861.

CAPT. JAMES CORNICK:

Dear Sir: Some of our citizens have called on me and expressed a wish to have additional obstructions put in our harbor. I have addressed a letter to Commander Forrest on the subject, but I know not whether a letter from me will induce him to use the materials in the Navy Yard for that purpose. It has been suggested that the Councils ought to take some action in the matter. I submit to you the necessity of calling a meeting of both bodies, the president of the Common Council being absent from the city, and the vice-president, as I have been informed, being confined to his house by sickness.

Yours very respectfully,

WILLIAM W. LAMB, Mayor.

The Councils appointed a committee to confer with a committee from the Council of the city of Portsmouth and the military authorities on the subject suggested by the mayor.

Military necessities compelled the evacuation of Norfolk, and the civil authorities were notified by the following communication:

HEADQUARTERS DEPARTMENT OF NORFOLK, May 10, 1862.

WILLIAM W. LAMB, Esq.,

Mayor of Norfolk.

Sir: The troops which formerly defended this neighborhood having been removed elsewhere by order of the government, I have not the means to defend the city and have ordered all the forces off and turn over the charge of the city to yourself and its civil officers.

Very Respectfully,

BENJ. HUGER,

Major-Genl.

On the departure of the Confederate troops, a committee of the Councils, composed of the mayor, the presidents and vice-presi-

dents of the Councils proceeded in carriages to the city limits, near the Hebrew Cemetery and awaited the approach of the Federal troops; when their advance appeared in sight the mayor waved his white handkerchief. He asked that General Wool be requested to accord them an audience, and in response General Wool and the Secretary of the Treasury, Hon. S. P. Chase, rode forward. They repaired to a small house near-by for the conference, where the General very graciously granted their requests. Finally Mayor Lamb stated that there were provisions in the warehouses in the city and requested that a committee of citizens be allowed to distribute them to the wives and children of Confederate soldiers. General Wool turned and said: "What do you think of that, Mr. Chase?" The Secretary said that would be all right. The mayor invited these dignitaries to ride with them in the carriages to the city. General Wool, Secretary Chase, Mayor Lamb and Capt. James Cornick occupied one carriage. General Viele, John B. Whitehead, George W. W. Camp and Charles H. Rowland occupied the other carriage and they thus entered the city, accompanied by an escort of cavalry and proceeded to the City Hall. General Wool promulgated an order appointing Brigadier-General Viele military governor, which concluded as follows: "General Viele will see that all citizens are carefully protected in all their rights and civil privileges, taking the utmost care to preserve order and to see that no soldier be permitted to enter the city except by his order, or by the written permission of the commanding officer of his brigade or regiment, and he will punish any American soldier who shall trespass upon the rights or property of any of the inhabitants." Gen. John E. Wool then returned to Old Point. His order was not obeyed and the people who were to be protected passed under the yoke of compassionless tyranny. Federal rule of Norfolk and surroundings is a black stain on the name of the American Republic.

The last meeting of the Common Council

was held June 5, 1862. Mr. Bluford offered the following, -

Resolved, That the thanks of this Council be and they are hereby tendered to John B. Whitehead, Esq., president thereof, for the faithful and impartial manner in which he has discharged the duties of his office.

Which was carried by acclamation.

Burton's history says "The return of our soldiers to their homes can be better imagined than described. * * * The terrible war through which they passed is too well remembered by the people of Norfolk. * * * Many a mourning dress, broken spirit, saddened life, maimed fortune, withered hope, empty sleeve, wooden leg, orphaned child, vacant chair and nameless graves in our dear old Commonwealth, silently attest its horrors. Norfolk lost her full share in the terrible conflict and suffered in many other respects." And those whom they greeted had borne a tyranny of misrule, and suffered insults from Ben. Butler and his minions too fiendish to recall.

On the 14th of May, 1867, the ex-President of the Confederate States, Hon. Jefferson Davis, arrived in the city from Richmond en route for Canada to join his family, having the day before been bailed.

On April 20, 1870, the work of building the Norfolk city railway was begun.

On April 30, 1870, Gen. Robert E. Lee arrived in Portsmouth via the Seaboard & Roanoke Railroad. The General, accompanied by his daughter, was met by Col. Walter H. Taylor, his former adjutant general, and was by him conducted through the dense throng to the ferry-boat. The air, during his passage through the assemblage, was vocal with shouts of welcome. On the arrival of the steamer at Norfolk an immense concourse was assembled, and as the General and his daughter stepped on the wharf they were greeted with cheers, which continued until they reached a hack.

Gen. Robert Edward Lee, the Christian soldier and hero of an hundred battles, breathed his last at Lexington, Virginia, Oc-

tober 12, 1870, and the next day the whole city of Norfolk was in mourning.

On April 9, 1873, the corner-stone of the Protestant Episcopal Guild (now St. Luke's Church, on Bute street), was formally laid.

On July 30, 1875, Maj.-Gen. George E. Pickett, the Confederate hero of the battle of Gettysburg, departed this life at the St. Vincent de Paul Hospital in this city.

July 30, 1876 (anniversary of the battle of the Crater), was a gala day in Norfolk. It was the occasion of the annual reunion of the veterans of "Mahone's Old Brigade," Army of Northern Virginia.

On January 13, 1877, the frigate "Swetlana," of the Imperial Russian Navy, arrived in our harbor. She was commanded by Rear Admiral Boutadoff, with the Grand Duke Alexis as "ship's captain," and the Grand Duke Constantine (the younger), lieutenant. There were also on board several princes, barons and other members of the Russian royal family.

On January 25, 1877, the Norfolk German Club gave a complimentary german to the Grand Duke Alexis, who honored the invitation by his presence.

On February 8, 1877, a grand ball was given in honor of the Grand Dukes and the officers of the Russian frigates "Swetlana" and "Bogatyr," the latter having just then arrived. The ball was a fashionable gathering of which Norfolk for a long time boasted, and it was most admirably and systematically conducted.

On February 13, 1877, the Grand Duke Alexis and his companions gave a grand matinee dansante on board the flag-ship "Swetlana," of the Imperial Russian Navy.

The great religious meetings of Moody and Sankey began on April 14, 1886.

The corner-stone of the new Market and Armory was laid October 29, 1890.

Father Abram J. Ryan, the Southern poet, was born in Norfolk, Virginia, August 15, 1839, and died in Louisville, Kentucky, on

the 22nd of April, 1886. His father, Michael Ryan, was born in Tipperary, Ireland; his mother, Mary (Madden) Ryan, was born in Limerick, Ireland. His father was a stone-mason and after immigrating to this country worked for a while at his trade in Baltimore, Maryland, then removed to Hagerstown and while there a daughter was born. He afterward located at Norfolk and here his son Abram was born. Little did his parents realize that they were raising up a boy to sing the great war songs of the South and become famous as the poet-priest the world over. Soon after Father Ryan's ordination as a Catholic priest, he became a chaplain in the Confederate Army, in which he served until the close of the war. On February 7, 1900, Pickett-Buchanan Chapter, United Daughters of the Confederacy, decided to erect a monument to his memory, appointing Mrs. Walter P. Burrow, chairman, Mrs. Charles G. Elliott, Mrs. Frank Anthony Walke, Mrs. Philip G. Yeatman, Mrs. R. B. Cooke, Mrs. Walter H. Doyle and Mrs. Theo. S. Garnett a committee to carry out the plans, and on the 22nd of May, in the center of the Confederate lot in Elmwood Cemetery, unveiled the Father Ryan memorial—a cross seven feet high, made of Southern granite and bearing the inscription

Father Ryan, Poet Priest,
Erected A. D. 1900,
By the Daughters of the Confederacy
of Norfolk, Va.
His Native City.

On a visit to his native city in 1880, Father Ryan presented to James Barron Hope a copy of his poems and on the fly-leaf, written in his own hand,—“To Virginia's first poet by a Southern Priest Poet with truest regards.”

“No poet ever yet has written songs so sweet
As the unfelt fragrance of his own heart;
His songs are flowers, and sometimes birds;—we greet
Such songs; the bard is higher than his art.

Himself I read beneath the words he writes
And he himself means more than songs to me;
Beneath life's suns by days and stars through night
Moves the deep music of Eternity.

He sings as best he can—but when he sings
His grandest songs,—and hymns the world calls
best.
He knows that folded in his spirit's wings
Are songs that sound not,—and God knows the
rest.”

On December 11, 1889, memorial service for ex-President Jefferson Davis of the Confederate States was held at the Academy of Music. There was a large concourse of people to do homage to the memory of the distinguished dead. All business was suspended in the city during the ceremonies.

Capt. J. F. Cecil, a noted Confederate soldier and popular citizen, died January 22, 1890.

Great Bridge Chapter of the Daughters of the American Revolution was organized in Norfolk during the month of February, 1894, with a membership of 12. Mrs. Hugh Nelson Page was elected regent for a term of one year. Mrs. Page served four terms and was then made State regent of the Daughters of the American Revolution, which office she still holds. Since Mrs. Page's retirement, the local regency has been held by Mrs. Philip Edward Yeatman, Mrs. H. H. H. Handy, Mrs. James Hubbard and Mrs. James Riddle, who is the present regent.

From the original 12 members at the organization of the chapter, the number has gradually increased until now the roll contains 53 names.

The chapter has done much to perpetuate the memory of the heroes from this section who fought for the independence that has made this nation the greatest in the world, and the erection of the monument at Great Bridge is a crowning success to its patriotic endeavors. The inscription on the monument is as follows:

This Stone Marks the Battlefield of
Great Bridge, Dec. 9, 1775.
Erected by the
Daughters of the American
Revolution,
Norfolk, Virginia, 1900.

THE ASSOCIATION FOR THE PRESERVATION OF
VIRGINIA ANTIQUITIES.

The object of this society is to restore and preserve the ancient historic buildings and tombs in the State of Virginia, and acquire by purchase or gifts the sites of such buildings and tombs with a view to their perpetuation and preservation.

Norfolk Branch was originated in 1888.

OFFICERS.

Miss Mary J. Galt, Supervisor.
Miss L. L. Taylor, Directress.
Mrs. William H. White, Treasurer.
Miss Rosa Rountree, Secretary.

ADVISORY BOARD.

William W. Old.
Rev. Beverly D. Tucker.
Judge T. S. Garnett.

EXECUTIVE COMMITTEE.

R. M. Hughes.
T. Selden Bagnall.
William W. Old.
B. P. Loyall.
Barton Myers.

THE WISHING OAK.

By Mrs. Winifred Sackville-Stoner.

On one of the principal streets of Norfolk stands a dilapidated old mansion known as the "Tazewell Place," being the former home of ex-Governor Tazewell.

For many years, on the border of the lawn, which surrounds this house, stood an ancient live oak with its roots extending beneath the sidewalk and its branches hanging over the heads of passers-by.

This grand old tree was called "The Wishing Oak," but the eldest citizen of Norfolk could not verify its age nor the exact time when it received its name. However, it is claimed that many individuals have obtained the great desire of their hearts by going under its branches and wishing aloud.

There are two legends concerning the origin of belief in this oak's miraculous powers.

Some claim that the custom of wishing beneath the tree originated with a little girl, who once while sitting in the shadow of its green leaves wished for a ring. On the following day her aunt presented her with the wished for gift, saying that she had dreamed about the little maid's wish. This caused the imaginative child to believe that there were fairies in the tree and consequently she and her playmates always came here to pour forth the desires of their infantile hearts.

The other legend says that "The Wishing Oak" was so christened by an old man, who used to pass under the tree's branches every morning and taking off his hat, would wish for fine weather or some special pleasure during the day. He claimed that his wishes were always granted, so others began to follow his example.

For almost a century, young men and maidens, who wished to be married, have stood under this tree at midnight, when the moon was full, whispered their wish to the green leaves and then walked two blocks without speaking, which was the prescribed rule for winning a husband or wife. All those who received their hearts' desire had such faith in the old oak that they believed there was virtue even in its leaves, so when they could not go to the tree they made a wish by kissing some of the leaves which they always kept with them.

Owing to the wonderful growth of Norfolk, and the necessity for a new business block on Granby street, the venerable philanthropist, who still possessed a sturdy trunk and fresh green leaves, was felled to the ground on November 7, 1901.

Although it will always remain unknown as to its fulfillment of all wishes, still it is to be hoped that the number of happy homes presumably made by this much loved tree are as numerous as the ever green leaves under which they were made, and as a good talisman every one should endeavor to possess at least one leaf from the famous old "Wishing Oak."

WINIFRED SACKVILLE-STONER.

FIRE HISTORY OF NORFOLK.

Written By Thomas B. Rowland in 1898.

The first allusion to fire matters in the old borough was about 1740, when the worshipful court "doth order that on ye breaking out of a fire the drum shall be beat."

The second, perhaps, is a trifle later than that when an order was passed prohibiting wooden chimneys. On September 14, 1751, the court ordered the remittance of £100 sterling to Ennis & Hope, London, "for one fire engine compleat," and for buckets and other utensils usable with said engine. I am not certain, but under the impression, that this engine was built by Newsham & Rag; however, she must have arrived, for in 1753 an order is passed to pay 4s. 4½d. for 1¾ pounds of leather to repair the engine.

There are no town records that show the occurrence of any fires of note—but the orders for the digging of numerous public wells for fire purposes, and for the supply of water to the shipping, with the appointment of caretakers for them, make it plain such things were looked after. In 1783 an order of court appears that the town sergeant be directed to bring back from Kemp's Landing the engines sent there for safe keeping. This means that when Lord Dunmore destroyed the town in 1776 we had engines. Records between 1790 and 1800 refer to the purchase of engines in Philadelphia, and further that a number of private individuals owned and maintained engines besides those under the control of the corporation. Between those dates, and we may say up to 1810, numerous fires of minor importance, no doubt, occurred, as would be the case in all small towns of wooden construction. But powder and blowing up was much resorted to, for I found many appropriations of record for payment of powder used.

The first great fire of which we have any intelligent record, was on February 24, 1799. It begun in the house of one Abbot, a shoemaker, in Woodside lane, wiped out about 162

buildings, from Commerce street, west, up to Main street, north. The Mutual Assurance Society of Virginia records it as the first serious loss they had: it cost them about \$35,000. One incident in connection with this fire may be noted. Its progress in one direction was stayed by the free use of vinegar,—the stock of one of the storekeepers.

The next fire that appears worthy of special notice was on February 22, 1804. It began on Maxwell's wharf, now Roanoke dock, near the water, and extended all along the west side of Market Square, north to Main street; thence west to Town Point on the south side of Main street, destroying in all over 300 buildings, many of which were warehouses filled with West India produce of much value, for our trade in such was very large.

In 1797, Fire Company No. 1, under Dr. Archer, first came into notice as a distinct organization, and there are traces without any special record that it was the original Union Fire Company that retained its operative force up to the war; only disappearing after it.

The origin of the Franklin Fire Company is not quite so definite, but as far back as 1803, one Oliphant, then cashier of the United States Bank, was prominent, and from that time up to 1830, under Joseph A. Barron, John Myers, James S. Garrison, and others it did continuous duty until 1846, when it disappeared entirely.

In 1824, the Phenix Fire Company, under James M. Steed and others, appears; but that company also disappears in 1846 with the Franklin Fire Company by being merged in with the Hope and Aid fire companies, under a new organization, after the fire on Main street and Market Square.

In 1830 the Resolution Fire Company, of Portsmouth, was formed under Charles A. Grice, with an engine built by Stephen Thayer of Boston, the citizens of Norfolk subscribing \$800 towards it.

After 1830 the previous prevailing interests in fire matters died out, and not until 1846, after a bad fire on Main street, was any im-

proved apparatus introduced and a chief engineer—Finley F. Ferguson—put in charge, all prior to that the manual labor was done by negroes, who were paid so much an hour. The formation of white companies, after that produced the usual rivalry, and it was kept up until the war broke them up. We might date the different organizations of this era as the Hope Fire-Company, 1847; Relief Fire Company, 1847; Aid Fire Company, 1847; United Fire Company, 1850; the Union retaining its old one—after some lapse of time with various dissensions and much turbulent trouble.

The Councils in 1871 passed sweeping orders for the disbanding of all the old organizations, and on December 15, 1871, fully established the present as a paid department, placing it in the hands of Thomas B. Rowland, Edward W. Face, Charles B. Langley, as a Board of Fire Commissioners, with full and complete authority of appointment, and its administration with Thomas Kevill, as chief engineer; Robert W. Rhea, as assistant. The apparatus at that time, and soon after, consisted of three steam fire engines, four hose carts and a small hook and ladder truck, with 27 call men, six substitutes, and seven permanent station men. Thomas Kevill continued as chief engineer until 1894, when he was succeeded by the present incumbent, Martin J. Ryan. In 1871 it was a question of policy under the then existing conditions to centralize the department, and as the territory to be covered was not large—for our population had not grown so much—with quick movement any part could be easily reached, so the present department building on William street was planned to contain all the apparatus then in use. But as the town grew, in 1893 additional fire quarters on Queen street, near Church, were contracted for—since built and equipped.

Space not being within our reach for extended notices, simple references to date can only be made of fires of much consequence within the period under review :

1776—Burning by Lord Dunmore.... 1,333 buildings.
1799—As noted before 262 buildings.

1804—As noted before 300 buildings.
1814—East side Market Square..... 35 buildings.
1819—Main street to Metcalf's lane to Talbot street, etc 100 buildings.
1827—Church street to Mariner, etc.... 100 buildings.
1848—Woodside wharf to Town Point. 62 buildings.
1863—Main street and Market Square.. 13 buildings.
1873—Market Square.
1881—Cotton warehouses, wharves, compress and ship.
1883—Norfolk & Western railway and cotton sheds.
1891—Norfolk storage warehouses.
1892—Same again.
1894—McCleary's & McClellan's live stock stables.
1890—S. R. White & Brothers' foundry, 28 buildings, cattle yards, etc., building of Merchants' & Farmers' Peanut Company and Atlantic City Saw Mills on Front street.

THOMAS B. ROWLAND.

THEATRES.

Long prior to the Revolution theatrical performances were held in a wooden building that had been used as a pottery on the south side of Main street, near the river shore. A regular theatre was in operation in 1793 in a large wooden warehouse on Calvert's lane. A brick playhouse was built in 1795 on the east side of Fenchurch street, and it was in this house that Junius Brutus Booth performed after his arrival in Norfolk from Madeira, June 30, 1821. The Academy of Music on Main street and the Granby Theatre on Granby street are now the principal theatres of Norfolk.

CHARTERS OF NORFOLK.

The original charter of the borough of Norfolk was granted by letters patent of George II, on the 15th of September, 1736, and was confirmed by Act of the General Assembly in the same year. Acts were passed amending this charter and enlarging the powers and jurisdiction of the corporation in 1752, 1757, 1761, 1762, 1772, 1787, 1788, 1790, 1796, 1798, 1802, 1803, 1804, 1806, 1807, 1808, 1811, 1816, 1818, 1819, 1825, 1839, and on February 13, 1845, was passed the charter of the city of Norfolk. This charter was amended March 20, 1850, May 19, 1852, March 22, 1853, February 24, 1858.

After the Confederate War, the Acts of the

General Assembly, relating to the city charter, are as follows:

The charter of 1871 was in force March 16, 1871. The Acts of 1870-71, Chapter 139, were amended as follows: Act of March 4, 1872,—Page 102; Acts of 1872-73.—Pages 175, 295; Acts of 1874,—Page 99; Acts of 1875-76.—Page 127; Acts of 1876-77.—Page 6; Acts of 1881-82,—Page 22.

The charter of 1882 was in force April 21, 1882. The Acts of 1881-82, Chapter 70, Page 405, were repealed January 21, 1884.

The charter of 1884 was in force January 21, 1884. It was amended as follows: Sections 70, 71, 72 and 73 amended April 28, 1887; Section 40 amended May 14, 1887; Section 65 amended February 25, 1892; Section 27 amended February 21, 1900; Section 18 amended February 26, 1900; Section 15 amended February 2, 1901; Sections 45, 49, 50, 52 and 53 amended February 15, 1901.

The Brambleton Annexation Act was approved April 6, 1887, in force July 1, 1887, and amended as follows: Sections 5, 6 and 13 amended March 3, 1890, in force May 1, 1890; Section 5 amended March 1, 1892; Section 5 amended February 15, 1901.

The Atlantic City Annexation Act was approved February 22, 1890, and amended as follows: Sections 5, 6 and 12 amended February 12, 1892; Sections 2, 6 and 12 amended March 3, 1896; Section 5 amended January 13, 1898.

CHANGES MADE IN THE NAMES OF STREETS SINCE 1865.

Catharine to *Bank*.

Boush, between Wood and Moseley, to *Queen*.

Boush, between Princess Anne road and Calvert, to *Henry*.

Union, between Church and Hawk, to *Smith*.

William, between Granby and Chamberlaine's wharf, to *Randolph*.

Washington, between Fayette and Matthews, to *Jackson*.

Washington, between Newton and Chapel, to *Pulaski*.

Wide Water changed to *Water*.

Little Water changed to *Elizabeth*.

Gray changed to *Atlantic*.

Amelia changed to *Boush*.

Princess changed to *Duke*.

Second Cross changed to *Reilly*.

Third Cross changed to *Walke*.

First North changed to *Willoughby*.

Second North changed to *Suffolk*.

Third North changed to *Kent*.

Marsh changed to *Cove*.

Wolf changed to *Washington*.

The foregoing passed the Select and Common Councils January 30, 1871.

MAYORS OF NORFOLK.

A list of the mayors of Norfolk, from the date of the original charter to the borough, to 1901, is herewith given:

The first mayor was Samuel Boush, appointed by the charter of the borough, under date of September 15, 1736, in the 10th year of the reign of King George II. Mayor Boush died in less than two months after his appointment to the office. George Newton, 1736. John Hutchings, 1737. Robert Tucker, 1738. John Taylor, 1739. Samuel Smith, 1740. Josiah Smith, 1741. George Newton, 1742. John Hutchings, 1743. John Taylor, 1744. John Phripp, 1745. Edward Pugh, 1746. Thomas Newton, 1747. John Tucker, 1748. Robert Tucker, 1749. Durham Hall, 1750. Wilson Newton, 1751. Christopher Perkins, 1752. Josiah Smith, 1753. George Abyvon, 1754. John Hutchings, 1755. Richard Kelsick, 1755. Josiah Smith, 1756. John Phripp, 1757. John Tucker, 1758. Robert Tucker, 1759. Wilson Newton, 1760. Christopher Perkins, 1761. Paul Loyall, 1762. Archibald Campbell, 1763. Lewis Hansford, 1764. Maximilian Calvert, 1765. James Taylor,

1766. George Abyvon, 1767. Cornelius Calvert, 1768. Maximilian Calvert, 1769. Charles Thomas, 1770. George Abyvon, 1771. Paul Loyall, 1772. Charles Thomas, 1773. George Abyvon, 1774. Paul Loyall, 1775 (the records do not show how long he served). James Taylor, 1778 (whose term expired in June). Cornelius Calvert, 1778. George Abyvon, 1779. Thomas Newton, Jr., 1780. Paul Loyall, 1781. James Taylor, 1782. George Kelly, 1783. Robert Taylor, 1784. Cary H. Hansford, 1785. Thomas Newton, Jr., 1786. Benjamin Pollard, 1787. George Kelly, 1788 (he was the last mayor that presided over the Common Council: on the 9th of August, 1788, the Common Council was presided over, for the first time, by its first president, Richard E. Lee, Esq.; a court of aldermen was then established and the mayor presided over it, and was thereafter elected by the aldermen). Robert Taylor, 1789. James Taylor, 1790. John Boush, 1791. Cary H. Hansford, 1791. Thomas Newton, Jr., 1792. Robert Taylor, 1793. Thomas Newton, Jr., 1794 (served two months). James Ramsey, 1794. Seth Foster, 1795. Samuel Moseley, 1796. George Loyall, 1797. Baylor Hill, 1798. John K. Read, 1799. Seth Foster, 1800. John Cowper, 1801. William Vaughan, 1802. Thomas H. Parker, 1803. Miles King, 1804. Luke Wheeler, 1805. Thomas H. Parker, 1806. Richard E. Lee, 1807. John E. Holt, 1808. Miles King, 1809. William B. Lamb, 1810. Miles King, Jr., 1811. William B. Lamb, 1812. Miles King, Jr., 1813. William B. Lamb, 1814. John E. Holt, 1815. William B. Lamb, 1816. John E. Holt, 1817 (served four months less one day, and resigned). James Taylor, 1817 (served one day and resigned). (The resignation of Mayor Holt one day before his term expired made him eligible to the office for the succeeding term.) John E. Holt, 1817 (served one year, less one day). John Tabb, 1818 (served one day and resigned). John E. Holt, 1818 (served one year less one day). Wright Southgate, 1819 (served one day and resigned). John E. Holt, 1819. Wright Southgate, 1820 (served two days and resigned). John E. Holt, 1820. George W. Camp, 1821 (served three days and resigned). John E. Holt, 1821. John Tabb, 1822 (served four days and resigned). John E. Holt, 1822. William B. Lamb, 1823 (served a few days and resigned). John E. Holt, 1823. William A. Armistead, 1824 (served a few days and resigned). John E. Holt, 1824. John Tabb, 1825 (served three days and resigned). John E. Holt, 1825. Isaac Talbot, 1826 (served five days and resigned). John E. Holt, 1826. Daniel C. Berraud, 1827 (served three days and resigned). John E. Holt, 1827. George T. Kennon, 1828 (served four days and resigned). John E. Holt, 1828. Thomas Williamson, 1829 (served two days and resigned). John E. Holt, 1829. Giles B. Cook, 1830 (served 10 days and resigned). John E. Holt, 1830. Wright Southgate, 1831 (served 10 days and resigned). John E. Holt, 1831. John E. Holt (19th term), no record of any intervening election,—he died in office October 12, 1832. Miles King, 1832-43. W. D. Delaney, 1843-51. Simon S. Stubbs, 1851. Hunter Woodis, 1853. Simon S. Stubbs, 1854. Hunter Woodis, 1855 (he died in office in the fall of the same year, a victim of the yellow fever). Ezra T. Summers, 1855. Finley Ferguson, 1856. William W. Lamb, 1858; also in 1860 and 1862, and was serving as mayor when the United States military authorities entered Norfolk. William H. Brooks, 1863. James L. Belote, 1864. Thomas C. Tabb, 1865. William W. Lamb, 1866. John R. Ludlow, 1866-68. Francis DeCordy, 1868-70. John B. Whitehead, 1870-72. John R. Ludlow, 1872-74. John B. Whitehead, 1874-76. John S. Tucker, 1876-80. William Lamb, 1880-86. Barton Myers, 1886-88. R. G. Banks, 1888-March 7, 1890. E. M. Henry, March 7-June 30, 1890. Frank Morris, July 1, 1890; died January 13, 1892. S. Marx, January 18, 1892. June 30, 1892. A. B. Cooke, 1892-94. Charles W. Pettit, 1894-96. W. R. Mayo, 1896-98. C. Brooks Johnston, 1898-1900; re-elected 1900 for term of two years; resigned May 14, 1901.

Nathaniel Beaman elected to fill unexpired term, May 14, 1901.

Norfolk City is governed under a charter which provides for a mayor; a legislative council composed of two bodies, an upper or "select" council, and a lower or "common" council; a judge of the Corporation Court; a judge of the Court of Law and Chancery; a police judge; justices of the peace; a treasurer; and auditor; a collector; a commissioner of the revenue; an engineer; a city attorney; a school board for the department of public education; a board of street, sewer and drain commissioners; a board of electrical control; a board of health; a quarantine board; also governing boards of the water, fire and police departments, etc.

Some of these boards have large powers and, while they are all subordinate to the Councils in most matters, in some things the Board of Education has independent powers under the charter.

The two houses of the Council have 36 members, 23 in the "common" branch and 13 in the "select" branch. The people elect all members of the Council by wards under an apportionment based on population as follows:

First Ward.....	8
Second Ward.....	8
Third Ward.....	8
Fourth Ward.....	6
Fifth Ward (Brambleton).....	3
Sixth Ward (Atlantic City).....	3

From the whole number meeting in joint session the members of the Select Council are chosen. As to their powers: These bodies are co-ordinate; a measure may originate in either, but must pass both.

There are also the other numerous officials required in all large cities such as clerks of courts, market clerks, weighers and sealers, grain, street and plumbing inspectors, gaugers, water registrars, cemetery keepers, etc.

The chiefs of the police and fire departments are elected by the Councils. The elective city officials hold office for two years, with the exception of three, viz: The commissioner of revenue is elected for four years, the clerk of

the courts for six years, and the city treasurer for three years.

In the four old wards, on the \$100, the rate of taxation is: City, \$1.70; State, \$.40; total, \$2.10. In the Fifth Ward, on the \$100: City, \$1.05; State, \$.40; total, \$1.45, until July 1, 1902,—after that date the same as the remainder of the city. In the Sixth Ward, on the \$100: City, \$1.25; State, \$.40; total, \$1.65, until February 22, 1905,—after that date the same as the remainder of the city. The assessed valuation of real estate is about two-thirds of the actual value. The credit of Norfolk is first class; her five per cent. bonds selling at 115, and her four per cent. bonds at 107 1-2.

OFFICERS OF THE CITY OF NORFOLK.

(July 1, 1900.)

Mayor—C. Brooks Johnston (resigned May 14, 1901, succeeded by Nathaniel Beaman, same date).

Mayor's clerk—Cyrus D. Jordan.

City treasurer—H. S. Herman.

City auditor—Joseph T. Culpepper.

Collector of city taxes and levies—William L. Baker.

Commissioner of revenue—W. W. Dey.

Commonwealth's attorney—William H. Venable.

City attorney—Walter H. Taylor.

City engineer—W. T. Brooke.

Assistant city engineer—Walter H. Taylor.

Inspector of buildings—Alexander Nugent.

Inspector of streets—Benjamin L. Christian.

Superintendent of cemeteries—John W. Broughton.

Superintendent of Calvary Cemetery—F. Gillam (colored).

Keeper of Almshouse—H. A. Tarrall.

Clerk of the Market—W. H. H. Woodhouse.

Sealer of weights and measures—A. W. Grandy.

Gauger and inspector of liquors—J. W. Cake.

Janitor of City Hall—B. F. Bunting.

Custodian of Christ Church Clock—T. Shepherd Brown.

HEALTH DEPARTMENT.

Board of Health—Nathaniel Beaman, mayor, *ex-officio* chairman; N. C. Pamplin; Dr. C. F. Newbill, health commissioner.

Clerk to the Board—A. Plummer Pannill.

Physician to the Almshouse—Dr. Stark A. Sutton.

Physicians to the city poor—Drs. P. S. Schauck and J. R. Speight.

Coroners—Drs. E. N. Newton and E. P. Oden'hal.

WATER DEPARTMENT.

Board of Water Commissioners—George McIntosh, president; Richard H. Wright, treasurer; N. M. Osborn.

Superintendent—Herbert L. Smith.
Registrar—T. J. Peele.

BOARD OF STREET, SEWER AND DRAIN COMMISSIONERS.

J. D. Hofheimer, chairman; H. Hodges; W. T. Cooke.

FIRE DEPARTMENT.

Fire Committee of the Councils—William W. Hannan, Common Council; Albert Stahl, Common Council; W. P. Oberndorfer, Select Council.
Chief engineer—Martin J. Ryan.
Assistant engineer—John S. Webber.

POLICE DEPARTMENT.

Board of Police Commissioners—Nathaniel Beaman, mayor, *ex-officio* chairman; A. P. Thom; John N. Vaughan.

Clerk to the Board—Cyrus D. Jordan.
Chief of police—Charles G. Kizer.
1st assistant chief of police—M. J. Villines.
2nd assistant chief of police—Andrew Stephens.
1st sergeant—T. F. Dalton.
2nd sergeant—Charles A. Beane.
3rd sergeant—John T. Mayo.
4th sergeant—G. M. Heppel.
Chief clerk—L. T. McGuire.

CITY COURTS.

Corporation Court—Hon. Allan R. Hanckel, judge; James V. Trehy, clerk.
Court of Law and Chancery—Hon. W. B. Martin, judge; James V. Trehy, clerk.
Circuit Court—Hon. R. R. Prentiss, judge; Lawrence Waring, clerk.
Police Court—Hon. Tazewell Taylor, justice—Cyrus D. Jordan, clerk.
Justices of the peace—J. Lee Seneca, James B. Holland, Harry Smith, A. H. Ashburn, A. J. Dalton, J. L. Nash.
High constable—W. G. Pettis.

THE COMMON COUNCIL.
(July 1, 1900.)

President—J. Frank East.
Vice-president—Nathaniel Beaman.
City treasurer, *ex-officio* clerk—H. S. Herman.
Acting clerk—R. E. Steed.
Messenger—Boswell T. Camp.
Councilmen (23)—
First Ward—J. Lee Seneca, Thomas S. Fitzgibbon, E. H. Cunningham, J. A. Ridgewell, Albert Stahl.
Second Ward—J. N. Kiernan, W. M. Hannan, William McManus, J. G. Tilton, F. T. Wise.
Third Ward—Nathaniel Beaman, J. W. Keeling, William W. Old, J. O. Pitt, R. W. Whitehurst.
Fourth Ward—J. Frank East, D. A. Underdown, W. H. Mayo, A. C. Walker.
Fifth Ward—C. Preston Denby, A. M. Cousins.
Sixth Ward—Edward Camp, Thomas S. Southgate.

THE SELECT COUNCIL.

President—Fred Greenwood.

Vice-president—Charles H. Consolvo.
Clerk—H. N. Poulson.

Messenger—Boswell T. Camp.

Councilmen (13)—

First Ward—Charles H. Consolvo, T. M. Cashin, J. J. O'Keefe.

Second Ward—E. L. Mayer, William Pannill, W. P. Oberndorfer.

Third Ward—J. W. Cashin, Fred Greenwood, C. O. Wrenn.

Fourth Ward—Frank Jacobs, E. S. Joynes.

Fifth Ward—Jesse O. Reid.

Sixth Ward—R. L. Forrest.

Finance Committee of the Councils—Nathaniel Beaman, chairman of Common Council; Charles H. Consolvo, chairman of Select Council; William W. Old, Common Council; E. H. Cunningham, Common Council; E. L. Mayer, Select Council.

R. E. Steed, clerk to the Committee.

SINKING FUND COMMISSIONERS.

Col. Walter H. Taylor, J. G. Womble, Richard Walke.

BOARD OF ELECTRICAL CONTROL.
(As per city ordinance.)

J. A. Ridgewell, chairman of Council Light Committee.

W. T. Brooke, city engineer.

Martin J. Ryan, chief of Fire Department.

R. A. Smith, city electrician.

LOSSES SUSTAINED IN THE BURNING OF NORFOLK AND PORTSMOUTH BY LORD DUNMORE.

The commissioners appointed by an Act of the Virginia Assembly in 1777 to inquire into and ascertain the losses sustained by the late inhabitants of the borough of Norfolk by the burning of it and Portsmouth by Lord Dunmore in 1776 were Richard Kello, Daniel Fisher, Joseph Prentiss and Rev. Robert Andrews.

They met in Norfolk in September, 1777, when Hardress Walter and Richard Taylor, carpenters, were sworn to value the ruins.

The following appears as a part of that commission's report and may be of interest to their descendants:

George Abyvon, merchant, 11 houses, £2,139. 19s.
James Baker, bricklayer, 5 houses, £326.
Thomas Newton, rope-walk, £4,235. 6d.
John Hutchings, merchant, 15 houses, £1,949.
Lewis Hansford, merchant, 1 house, £77. 18s. 3d.
William Holt, merchant, 8 houses, £1,569. 17s. 3d.
Taylor Hansford, merchant, 7 houses, £900.

- Samuel Bacon, watchmaker, 7 houses, £1,816, 10s.
 Elizabeth Kelsick, 4 houses, £433.
 John Willoughby estate, 12 houses, £1,004, 15s.
 Bartholomew Thompson, tanner, 8 houses, £319.
 Samuel Portlock, blockmaker, 2 houses, £981, 12s., 6d.
 Mary Ross, tavern-keeper, 2 houses, £162, 10s.
 Edward Parke, tanner, 7 houses, £740.
 Mary Herita, baker, 8 houses, £676, 10s.
 Stephen Tankard, tavern-keeper, 5 houses, £1,354, 12s., 2d.
 James Maxwell, mariner, 5 houses, £757, 8s., 4d.
 Lemuel Willoughby estate, 6 houses, £754.
 Alexander Guthry, mariner, 2 houses, £278, 10s.
 Thomas Poole, silversmith, 1 house, £72, 10s.
 William Minnetree, carpenter, 4 houses, £230.
 Christopher Calvert, mariner, 11 houses, £1,102, 15s.
 Thomas Orion, tanner, 5 houses, £291.
 James Guy, sailmaker, 1 house, £252.
 James Atkinson, tavern-keeper, 2 houses, £385.
 James Leitch, shoemaker, 4 houses £140.
 John and William Ingram, merchants, 4 houses, £436.
 Joseph Mitchell, carpenter, 6 houses, £1,325, 1s., 4d.
 William Ivey, mariner, 4 houses, £318, 2s., 6d.
 John McCloud, joiner, 3 houses, £148, 1d.
 John Gardner, ship carpenter, 3 houses, £236.
 Joyce Edwards, ship carpenter, 4 houses, £265.
 Samuel Danby, ship carpenter, 2 houses, £82.
 John Boggess, merchant, 3 houses, £247, 12s.
 Lemuel Bonick, mariner, 5 houses, £416.
 Anthony Walke, merchant, £372.
 Joshua Peede, tailor, 3 houses, £319.
 James Dyson, tailor, 3 houses, £417, 10s.
 John Shore, bricklayer, 1 house, suburbs, £77.
 Maximilian Morley, shoemaker, 5 houses, £234.
 John Williams, mariner, 2 houses, Church street, £133, 10s.
 Charles Cooper, carpenter, 7 houses, £638.
 Richard Pickadick, silversmith, 3 houses, £162.
 John Smith, £160, 16s.
 Marg. Taylor, 3 houses, Church street, £200, 10s.
 Robert Tucker, mariner, 1 house, £93, 10s.
 John Lee, merchant, 7 houses, £417.
 Thomas Morris, carpenter, 5 houses, £284, 5s.
 William Day, mariner, 2 houses, suburbs, £68.
 Sarah Taylor, £187, 5s., 6d.
 Mary Rotherz, 4 houses, £379.
 John Selden estate, 8 houses, £815.
 W. R. W. Curle, attorney, 7 houses, £526, 10s.
 Solomon Edey, mariner, 5 houses, Bermuda street, £352.
 Wright Westcott, mariner, 5 houses, Catharine street, £988.
 James Williams, blockmaker, £78, 5s.
 John Dunn's estate, 4 houses, Catharine street, £701, 6s.
 James Haldane, coppersmith, £694, 13s., 4d.
 James Holt, attorney, 2 houses, £1,842, 10s.
 David O'Sheal, attorney, 3 houses, £397.
 John Harris, mariner, £167, 19s., 3d.
 Richard Scott estate, 6 houses, £785.
 James Dunn, carpenter, 7 houses, Catharine street, £395.
 Maximilian Calvert, merchant, 41 houses, £3,899.
 James Cooper, carpenter, 13 houses, £1,292.
 Willis Bramble, ship carpenter, 2 houses, £339.
 William Freeman, butcher, 10 houses, £1,134.
 Prudence Bayne, 2 houses, £171.
 Goodrich Boush, merchant, 8 houses, £482.
 John Livingstone, merchant, 8 houses, £389.
 Robert Hallon, mariner, £246.
 Sarah Cann, 12 houses, £1,417.
 Francis Mc KERrell, mariner, 3 houses, Catharine street, £450, 2s.
 Hodge Miller, mariner, 2 houses, Main street, £215.
 William Smith, cooper, 14 houses, £1,067, 10s.
 Thomas Drury, mariner, 2 houses, Cambridge street, £83.
 Ed. Moseley, carpenter, 2 houses, £396.
 Phripp, Taylor & Co., merchants, £1,305.
 Thomas Newton, merchant, 28 houses, £5,654.
 James Archdeacon, merchant, 5 houses, £595.
 John Phripp estate, merchant, 18 houses, £2,845, 13s.
 Mathew Phripp, merchant, £392, 7s.
 Phripp & Bowdoin, merchants, £433, 5s.
 Robert Tucker estate, 12 houses, £2,962.
 John Griffin, carpenter, 4 houses, £424.
 Seth Pointer, carpenter, 10 houses, Catharine street, £565, 1s., 8d.
 Robert Tucker, Jr., merchant, 6 houses, Main street, £789.
 John Smith, 8 houses, £1,108.
 Thomas Matthews, 11 houses, £995.
 John Kelsick, 1 house, £150.
 Samuel Blows, blacksmith, 2 houses, Church street, £213, 10s.
 Dr. James Taylor, 13 houses, £2,805.
 Margaret Taylor, 5 houses, £1,236.
 Severn Eyres estate, 11 houses, £939.
 Jacob Williams, baker, 7 houses, £500.
 Society of Masons, 1 house, £1,200.
 John Godfrey, blockmaker, 4 houses, £286.
 Dickerson Pryor, joiner, 6 houses, £546.
 Cornelius Calvert, merchant, 12 houses, £2,311, 15s., 7d.
 Hardress Waller, carpenter, 16 houses, £1,394, 5s.
 John James, carpenter, 7 houses, £555.
 Paul Proby, mariner, 10 houses, Bermuda street, £882.
 Richard Ingston, mariner, 6 houses, £647.
 Nicholas Wonycutt, mariner, 4 houses, £558.
 Mary Williamson, 5 houses, £434.
 Paul Loyall, merchant, 13 houses, £1,932, 5s.
 Loyall, Newton & Co., merchants, 3 houses, £2,820, 15s., 7d.
 Nat Tatum, 2 houses, £242.
 John Marnox, mariner, 6 houses, Cumberland street, £489.
 William Bevan, joiner, 5 houses, £238.
 William Cornick, mariner, 4 houses, £337.
 Saunders Calvert, 5 houses, Main street, £526.
 Henry Cornick, mariner, 1 house, £294.
 Wilson Newton, 17 houses, £1,524.
 John Collins, mariner, £84.
 Rebecca Newton, 3 houses, £215.
 Joel Mohun, blacksmith, 3 houses, £928, 18s.
 Philip Carberry, baker, 3 houses, £729.



HIGH SCHOOL BUILDING, NORFOLK, VA.



U. S. CUSTOM HOUSE, NORFOLK, VA.

Francis Haynes, mariner, 1 house, £170.
 Sarah Dyson, 6 houses, Bermuda street, £346.
 Henry Tucker, mariner, 8 houses, Bermuda street, £495.
 George Jamieson, blacksmith, 4 houses, £291, 10s.
 John Poole, carpenter, 4 houses, £332.
 James Wood, bricklayer, 1 house, Cambridge street, £235.
 John Brodfoot, 5 houses, Cumberland street, £373, 10s.
 Ann Winterton, 2 houses, £172.
 John Johnson, mariner, 4 houses, £386.
 Thomas Thompson, tanner, 8 houses, Catharine street, £1,520.
 James Bushel, carpenter, 3 houses, without limits town, £114.
 Arthur Denby, wheelwright, 4 houses, without limits town, £557.
 William Westerhouse, 2 houses, without limits town, £132.
 Howard Poole, bricklayer, 9 houses, £3,336, 5s.
 William Chisholm, merchant, 16 houses, £1,830.
 Andrew Martin, 3 houses, Brewer street, £422.
 William Porter, 2 houses, Main street, £181.
 Joshua Nicholson, 4 houses, £280.
 Morto Brien, tallow chandler, 2 houses, £190.
 Thomas Price, mariner, 6 houses, Main street, £638.
 County of Norfolk, 3 houses, £495.
 Borough of Norfolk, 5 houses, £1,480, 15s.
 Parish of Elizabeth River, 10 houses, £3,335.
 William Calvert, mariner, 7 houses, £480, 6s.
 Eliza Hansford, 2 houses, £236, 14s., 6d.
 Thomas Talbot, shipbuilder, 18 houses, £3,308.
 John Gilchrist, 6 houses, £609, 10s.
 John Ramsay, physician, 10 houses, £1,506.
 John Woodside, tailor, 9 houses, Woodside lane, £1,602.
 Stephen Wright, 14 houses, £1,681.
 Joseph Hutchings, 12 houses, £1,717.
 William Aitcheson, merchant, 7 houses, Catharine street, £1,364.
 John Calvert, mariner, 5 houses, Main street, £537.
 Joshua Wright, saddler, 1 house, £213.
 Thomas Claiborne, 3 houses, £346.
 Robert Waller, 6 houses, £1,370.
 William and Thomas Farmar, merchants, 12 houses, Main and Bank streets, £1,563.
 Ed. Archer, merchant, 5 houses, £733.
 John Archer, merchant, 1 house, £503.
 Richard Taylor, carpenter, 5 houses, £1,033.
 Mathias Christian, miller, 2 houses, Church street, £185.
 Daniel Hutchings, merchant, 7 houses, Main street, £691.
 Nicholas Poole, silversmith, 2 houses, Bermuda street, £306.
 James Ramsay, 6 houses, £555.
 Town Point Company, 8 houses, £677.
 John Payne, barber, 1 house, £208.
 Jonas Herbert, mariner, 5 houses, £541.
 John Williamson, blacksmith, 7 houses, Main street, £446.
 Samuel Boush, 52 houses, £7,403.
 John Browness, 13 houses, Main street, £1,400.
 Breshaw & Lorrain, carpenters, 2 houses, £380.

Richard Brown, carpenter, 14 houses, £1,833.
 Andrew Sprowle, merchant, 2 houses, £155.
 Neil Jamieson, merchant, 17 houses, Main street, £2,173.
 Alex. Gordon, physician, 10 houses, £695.
 John Hardy, mariner, 14 houses, £1,293.
 William Orange, merchant, 40 houses, £1,792.
 James Parker, merchant, 5 houses, £563.
 John Cramond, merchant, 4 houses, Catharine street, £341.
 Robert Gilmour, merchant, 5 houses, Main street, £467.
 Samuel Farmer, merchant, 5 houses, £768.
 James Campbell & Co.'s rope-walk and tan yard, £1,508.
 Matthew Rothery, 5 houses, Rothery's lane, £1,399.
 Henry Rothery, 3 houses, Cumberland street, £420.
 Peter Bazor, hatter, 1 house, Church street, £150.
 Thomas Applewhite, 1 house, Main street, £150.
 John Greenwood, merchant, 14 houses, £1,423.
 Josiah Deane, ship carpenter, 5 houses, £350.
 Christopher Busten, ship carpenter, 5 houses, Catharine street, £598.
 James Dawson, mariner, 10 houses, £894.
 John Barrett, mariner, 3 houses, £265.
 Benjamin Knight, 7 houses, £715.
 Richard Symes, 3 houses, £229.
 D. W. McClurg, physician, 4 houses, in suburbs, £1,083.
 Josiah Hodge, mariner, 3 houses, £200.
 Talbot Thompson, sailmaker, 4 houses, Cumberland street, £40.
 Andrew Stevenson, mariner, 3 houses, £270.
 The New Distillery Company, £6,000.
 Archibald Campbell, merchant, 10 houses, £2,407.
 W. Morgan, mariner, 2 houses, £227.
 County of Norfolk, 2 houses, £1,400.
 The total of which was £176,426 18s. 10d.

As I understand, this above only relates to the value of buildings, and does not include value of merchandise, furniture, goods and other property that was destroyed in the general burning of the town by Lord Dunmore.

At the same time the value of property destroyed in the town of Portsmouth is stated to have been £8,450.

On Windmill Point, opposite, and where the fort was erected, the value of property destroyed is stated to have been £2,005.

I make it that there were 1,333 houses or buildings destroyed in all.

I see that a British officer on board the British ship "Otter," which was one of Lord Dunmore's fleet, in writing home, stated that there were only about 12 houses left standing, on the northernmost end of the town.

THOMAS B. ROWLAND.

CHAPTER XXII

HISTORY OF THE CITY OF PORTSMOUTH

THE TOWN—THE FIRST ACT FOR BUILDING THE TOWN—GRANT TO CRAFORD—WILL OF THE FOUNDER—DALE PLANTATION—EXTENDING THE BOUNDARIES—TITHABLES OF 1798—INCORPORATED AS A TOWN—NAMES OF SQUARES—EFFINGHAM STREET—INCORPORATED AS A CITY—CHANGING THE WARDS—HISTORICAL EVENTS—THE GREAT FREEZE—THE AUGUST STORM—THE YELLOW FEVER—THE GOSPORT IRON WORKS—THE UNITED STATES NAVAL HOSPITAL—PORTSMOUTH'S PATRIOTISM AND PATRIOTS—THE CONFEDERATE CAUSE—THE PORTSMOUTH FIRE DEPARTMENT—GREAT CONFLAGRATIONS—MAYORS OF PORTSMOUTH—ROSTER OF CITY OFFICERS.

An Act of General Assembly in 1662, for building a town (Hen. Stat., Vol. 2, Page 172, Ch. 16) contained very minute provisions; the town (Jamestown) was to consist of 32 brick houses, one of which was to be built by each of the 17 counties; no wooden houses were thereafter to be built within the limits of the town, nor those then standing to be repaired, but brick ones were to be erected in their stead. In 1680 it was directed that in each of the counties (then 20 in number) 50 acres of land should be purchased and laid out for towns, the places for which are specified in the Act (Hen. Stat., Vol. 2, Page 271, Ch. 5). This Act seems not to have received the royal assent (Qd. Page 508). In 1691 another Act was passed (Qd. Vol. 3, Page 58, Ch. 8). This Assembly suspended (Page 108, Ch. 1), but before the suspension, some lands had been laid out into lots and built on (Qd. Page 186, Ch. 10; Page 432, Ch. 44). In 1705 an Act was passed for establishing ports and towns, containing provisions of a general and compre-

hensive character (Qd. Page 404, Ch. 42); but this was repealed by proclamation in 1710. Thenceforth the course was to pass special Acts establishing towns and therefore Portsmouth was the outcome of a special Act of the General Assembly.

On the Southern Branch of the broad and beautiful Elizabeth River, 106 miles from the State Capital, Richmond, 230 miles from the Federal Capital, Washington, and eight miles from Hampton Roads, in Latitude 36 degrees 50 minutes north, and Longitude 76 degrees 19 minutes west, lies the city of Portsmouth, in the State of Virginia, with a population of 17,427. Nature has endowed her with every physical advantage that can conduce to the growth of a community and the prosperity of a people, enjoying, as she does, the delight of a climate at once so mild and healthful that deaths from sunstroke are almost unknown, and from extraordinary exposures to cold even in extreme winter of the rarest occurrence. Blessed with the benefits, in common with her sisters Nor-

folk and Berkley, of the finest harbor on the American shores of the Atlantic Ocean, possessing the profits accruing from the fertile lands by which she is surrounded; withal peopled by industrious inhabitants, she is moving forward to reach those great proportions her founder, Col. William Craford, expected.

An editorial of the *Daily Messenger*, October 6, 1843, on Portsmouth says: "There is no section of Virginia which presents a more desirable residence than this town. To the man of business there are facilities rarely to be met with. A direct communication with North Carolina by the Portsmouth & Roanoke Railroad, a tri-weekly line of steamboats to Richmond and Petersburg, a daily line to Baltimore and Philadelphia, and a weekly line of packets to New York, thus presenting a line of the principal markets in the country. To men of wealth there are fine opportunities for investing money, with other advantages not found elsewhere. A climate midway between the frozen regions of the North, and the burning sun of the South, the temperature of which is most conducive to health, being neither subject to the pulmonary and inflammatory diseases of the North, or the equally fatal bilious diseases of the South.

"Another, and not the least important consideration in the selection of a residence is the advantage which this town affords for the education of children. We have several schools of a high order for both sexes. The Virginia Literary, Scientific and Military Academy, under the superintendence of Captain Partridge, which has at present four professors, and another will be added as soon as the patronage will justify it. The Odd Fellows' School, under the management of Mr. Connelly, where instruction is imparted upon a new and highly recommended system. The Portsmouth Female Seminary, with those accomplished teachers, Mrs. Young and Miss Town, which affords our citizens the opportunities of educating their daughters at home under their own supervision, which is of no minor importance to those who have daughters to educate.

"We have several other excellent schools both for the primary and higher branches of an English and classical education."

THE FIRST ACT FOR BUILDING THE TOWN.

Under the following Act passed on the 25th of February, 1752, in the reign of George II of England, and 47 years after Norfolk was created a borough, Portsmouth was founded.

The General Assembly begun and held at William and Mary College in Williamsburg on Thursday, the 27th day of February, in the 25th reign of our sovereign lord, George II, by the peace of God, of Great Britain, France, and Ireland, King, Defender of the Faith, etc., and in the year of our Lord, 1752, enacted (Chapter XXIV):

An Act for Establishing the Town of Portsmouth, in the County of Norfolk, and to prevent the building of wooden chimneys therein.

I. *Whereas*, it hath been represented to this Assembly that William Craford, of the County of Norfolk, Gentleman, hath lately laid out a parcel of land, on the south side of Elizabeth River, opposite to the town of Norfolk, into 122 lots, commodious streets, places for a Court House, Market, and public buildings, for a town, by the name of Portsmouth, and made sale of most of the said lots to divers persons who are desirous to settle and build thereon speedily; and also that the said town lies very convenient for trade and navigation:

II. *Be it enacted, by the Lieutenant Governor, Council, and Burgesses of this present General Assembly and it is hereby enacted, by the authority of the same*, That the said piece or parcel of land be, and is hereby constituted, appointed, erected, and established, a town, in the manner it is already laid out, by the said William Craford, in lots and streets, to be called by, and retain the name of Portsmouth, and that the freeholders of the said town, shall forever hereafter enjoy the same rights and privileges, which the freeholders of any other town, erected by Act of Assembly in this Colony, have and enjoy.

III. *And be it further enacted by the authority aforesaid*, That it shall not be lawful for any person whatsoever, to erect or build, or cause to be erected or built, in said town, any wooden chimney; and if any person shall presume to erect, or build, any wooden chimney, contrary to the directions of this act, it shall and may be lawful, for the sheriff of the said county, and he is hereby required, to cause such chimney to be pulled down and demolished.

The survey of the town was made on the 7th day of February, 1752, by Gresham Nimmo, surveyor.

At a court of Norfolk County, held on the 18th day of January, 1750, present, Col. William Craford, Capt. John Hutchings, William Portlock, Charles Sweny, Capt. William Ivy, Capt. George Veale.

* * * * *

"Col. William Craford this day produced in Court the plan of the town of Portsmouth and prayed that the same may be lodged in the Clerk's office for the use of the inhabitants thereof."

This map is now in the clerk's office of the Court of Hustings for the city.

GRANT TO CRAFTORD.

The grant to William Craford out of which Portsmouth was carved reads as follows:

George, etc., to all, etc. Know ye that for divers good causes and consideration, but more especially for and in consideration of the sum of twenty-five shillings of good and lawful money for our use paid to our receiver general of our Revenues in this our Colony of Virginia. We have given, granted and confirmed and by these presents for us, our heirs and successors do give, grant and confirm unto William Craford one certain tract or parcel of land containing eleven hundred and twenty-nine acres lying and being on ye west side of ye mouth of the Southern branch of Elizabeth River in the County of Norfolk and bounded as followeth, to-wit: beginning at ye mouth of Crab Creek and running thence by a line of markt trees up ye creek dividing Wm. Bustin's land from this south westerly fifty-six degrees and a quarter four hundred eighty-six pole to a gum Huses corner, thence on a line of markt trees of the Huses patent south westerly thirty-three degrees and a half one hundred and twelve pole to a pine on ye north side of Parrodice Creek, thence running up ye creek and bounding thereon north westerly fifty-five degrees sixty-three pole to a red oak on ye said creek and at the mouth of the reedy branch, thence on a line of markt trees dividing this land and the land of Edward Hues northeasterly five degrees forty-five "minutes" one hundred forty-nine pole to a white oak thence on a line of markt trees dividing this land and the land of the said Hues north westerly twenty-two degrees and a half forty pole to a sassafras thence on a line of markt trees dividing this land and the land of ye said Hues or Henry Low northeasterly thirty-seven degrees and a half one hundred eighty-one pole to a pine on ye east side of the head of Church Creek, thence running down on ye east side thereof and bounding northwesterly two degrees three hundred twenty-six pole thence on ye said creek again northeasterly eighty-one degrees ninety pole, thence running crossing a small creek issuing out of Church Creek southeasterly thirty degrees eighty-eight pole to

a white oak standing at ye head of a small branch dividing this land and the land of Joshua Carle, it being a corner tree of ye said Carle patent and running thence on a line of markt trees dividing this and the land of ye said Carle southeasterly eighty-three degrees one hundred and five feet to a hickory at ye head of the Island Creek thence running down the south side of the said creek and bounding thereon to ye mouth thereof thence bounding on Elizabeth River and the Southern branch thereof according to the several courses thereof, to the mouth of the Crab Creek the first *menconed* station. It being the land found within the bound of a patent granted to Capt. Wm. Carver ye 15th day of September 1664 for eight hundred and ninety acres, with all, etc., to have, hold, etc., to be held, etc., yielding paying, etc., provided, etc. In witness, etc.

Witness our trusty and well beloved Alexander Spottswood our Lt. Governor, etc., at Williamsburg under ye seal of our said Colony ye thirty-first day of October one thousand seven hundred and sixteen in the third year of our reign.

The 122 lots laid out by Col. Craford as the original town of Portsmouth are contained in the following bounds: Beginning at the mouth of the Southern Branch, thence running westwardly on the southern boundary of Crawford's Bay to the mouth of Swimming Point Creek, thence southwardly along Dinwiddie street to South street, thence eastwardly along South street to the Southern Branch, and thence northwardly along the river to the beginning, north of North street.

WILL OF THE FOUNDER.

The following is the will of Col. William Craford, the founder of Portsmouth, a member of the House of Burgesses and one of the most prominent men of Norfolk County in colonial days:

In the name of God, Amen. I, William Craford of Portsmouth Parish, County of Norfolk and Colony of Virginia, at this time (tho' sickly in Body) thanks to God for the blessings of a sound memory, and in my ordinary judgment and understanding do hereby make my last Will and Testament:—first commending my soul to God the Father for Mercy and in hopes of salvation and a joyful resurrection, through the sacrifice and intercession of Jesus Christ my Savior and Redeemer.

1st. It is my will that all my just debts shall be paid as soon as possible.

2ly. I give and bequeath unto my sister Abigail Conner three hundred pounds current money of Vir-

ginia out of my bonds and mortgages and six lots of land in Portsmouth, three of them to be chosen by her or heirs, and three of them to be assigned by Thos. Veale hereafter mentioned, and unto her heirs. I likewise acquit and release her and her heirs forever from all debts, claims and demands whatsoever.

3ly. I give and bequeath unto Danl. Dale the plantation he now lives on (not exceeding one hundred acres) during his natural life and the negro fellow he has now in possession named Jemmy and after his decease unto William Dale his son and unto his heirs forever. I likewise give unto the said Danl. Dale the lott he built a Brick House on in Portsmouth and unto his heirs, he first paying me or my Executors twenty-nine pounds Virginia currency for the same.

4ly. I give and bequeath unto Abigail Veale, otherwise Etheredge, and unto Amos her husband the House and lot I now live in and upon in Portsmouth during their natural lives, and after their decease equally between the issue of her body and their heirs. I give unto the said Amos Etheredge the lot of land in Portsmouth he lately built on adjoining to George Harness's and to his heirs forever. I likewise give unto the said Abigail Veale, otherwise Etheredge, the following negroes viz: Anthony, Pompey, together with Dinah, Joan, Patience, and Betty with all the issue they now have or in the future may have, and to her heirs forever. I likewise give her all my household furniture, my Plate, money, and Books excepted. I give unto Thos. Bustin in Princess Anne County all my negroes that he has now of mine in possession and unto his heirs forever. I give and bequeath unto each of Lemuel Veale's (deceased) children one lott of land in Portsmouth and to their heirs forever. I give unto my friend and nephew William Conner, my gun, my watch and acquit him of all debts and claims. I give unto the children of Eliza Veale otherwise Herbert (deceased) my negress Nancy, and all her present and future issue and to their heirs and for the regard I bear to the memory of Mary Veale my former House Keeper, as well as the natural love I bear to her children, it is my express Will, that George and Thomas Veale her children shall have and hold and enjoy the undermentioned legacies and estate to them and their heirs forever. I therefore give and bequeath unto George Veale the son of the said Mary the whole Plantation he lives on and in his occupation, Beginning Easterly at the Rice Branch and running to a Creek Southerly, then running on the South side of the Western Branch Road and then as the Line trees were last possessed to the neighbor's lands, I mean from the Rice Branch to the School House Branch and as far as it extends upon the Southward back of the Road. I give unto him also half of the lott (and great Copper Kettle) in Portsmouth whercon he lately built a slaughtering house and one half of all my lands in Princess Anne County together with one half of all my negroes and their future increase unto him the said George Veale and his heirs forever. I give and bequeath unto Thomas Veale the son of the aforesaid Mary Veale the whole and all my lands in Portsmouth Town and adjacent to it as far as the Rice Branch Westerly and in general all my lands in Norfolk County whatsoever not already given away, and one half of all my lands in Princess Anne County together with one half

of all my negroes not already given away with all their future increase unto him the said Thomas Veale and his heirs forever. I give all my stock of cattle, etc., equally between George Veale, Thomas Veale and Abigail Veale afd., and my Plate and everything else, I have not given away. I equally give it to the said Thomas and George Veale. I constitute and appoint the aforesaid George and Thomas Veale Executors of this my last Will, written on the two preceding and this Page of this sheet of paper at Portsmouth Town in Norfolk County this 27th day of January 1762.

Wm. Craford and SEAL.

Test

Thos. Scott.

John Ray

Charles Smith

April Court 1762. The above will proved as per order Book.

Test Saml. Boush, Clk.

Colonel Craford resided at the time of his death in his mansion house on the corner of High and Craford street, now the site of the People's Bank. Since his death his name has been changed to Crawford, as the signature to his will gives his real name.

DALE PLANTATION.

Daniel Dale resided on the part of the plantation of Colonel Craford, now known as Swimming Point, at the time of the Colonel's death. The mansion house now owned and occupied by the Guthrie family is said to have been built by Colonel Craford. The distinguished naval hero, Commodore Richard Dale, was born on this plantation. William Dale, who heired the property on his father's death, sold in 1770 that portion now owned by the Guthries, E. V. White, Legh R. Watts and others to Peter Edwards, and Edwards sold it in 1787 to Richard Nestor, who, in 1807, conveyed it to Samuel Marsh. He sold the part containing the mansion to William Smith, in July, 1809, then followed Smith's conveyance in September of the same year to Swepson Whitehead, then Whitehead's to Butler Cocke in 1810, and from Cocke in 1829 to Alexander Galt. On the 26th of September, 1831, Galt sold to Jacob Shuster, Jonathan Bonney and Harrison H. Banks, of Elizabeth River Parish, James Reed, John Harper and Edward Hatton, of Portsmouth

Parish, and Malachi Willey, Stephen B. Tatem and John Foreman, of St. Bride's Parish, overseers of the poor of Norfolk County, and the county authorities in June, 1855, sold to John G. Hatton, whose son, Dr. James L. Hatton, on Nov. 5, 1866, sold to Capt. John Julius Guthrie, the gallant hero, who lost his life in an effort to rescue the crew from the wreck of the ill-fated U. S. S. "Huron" on Virginia Beach.

EXTENDING THE BOUNDARIES.

Chapter VIII, of the Act of May, 1703, in the 3rd year of the reign of George III:

Section VI. And whereas, by an Act of Assembly, made in the 25th year of the reign of his said late majesty King George, the Second, a town was established in the County of Norfolk, by the name of Portsmouth, which daily increases; and whereas Thomas Veale, Gentleman, proprietor of the land adjoining, hath made humble request to this present General Assembly that a certain quantity of the said adjacent lands may be added to and made part of the said Town of Portsmouth, and that the purchasers of the lots laid off or to be laid off, on the said lands, may enjoy the same privileges and advantages as the freeholders and inhabitants of the said town do at present enjoy;

Be it therefore enacted, by the authority aforesaid, that so much of the said adjacent lands as are contained within the bounds hereafter described, including the said Town of Portsmouth, shall be added to and made part of the said Town of Portsmouth, to-wit: beginning at a stake, by the mouth of a small creek (Swimming Point Creek), opposite to where Daniel Veale now lives, running thence up the said creek, and crossing a small creek south fifty-nine degrees west; fifty-six poles thence south; forty-six degrees west; thirty-seven poles to the south corner of the said Veale's land, thence south, thirty degrees west, 160 poles to the head of Rice Branch; thence down the said Rice Branch south, 22 degrees east, 44 poles to the head of a cove issuing out of Crabb Creek (Gander Creek); thence along the meanders of the said cove to the said Crabb Creek; thence along the said Crabb Creek, according to the meanders thereof, to the southward branch of Elizabeth River; thence bounding on the said branch, and the said river, to the beginning.

Section VII. *And be it further enacted, by the authority aforesaid, that the purchasers of lands within the bounds aforesaid, hereby added to and made part of the said Town of Portsmouth, as soon as the same shall be laid off into lots, and built on as the directors and trustees appointed by this Act shall direct, shall be entitled to and have and enjoy, all the rights, privileges and immunities, granted to, and enjoyed by the freeholders and other inhabitants of the said town.*

Section VIII. *And be it further enacted by the authority aforesaid, That Andrew Sprowle, George*

Veale, Thomas Veale, Charles Stewart, Humphrey Roberts, Francis Miller, James Race, David Purcell and Amos Etheridge, Gentlemen, shall be, and they are hereby nominated, constituted and appointed, directors and trustees of the said town; and they, or any five of them, shall and may, and they are hereby authorized and empowered to survey and lay off the said adjacent lands into lots and streets, and make from time to time such orders, rules and directions, for the regular and orderly placing and building the houses in the said town as to them shall seem expedient; and that in case of the death, removal out of the country, or other legal disability, of any one or more of the directors and trustees before-named, it shall and may be lawful for the surviving or remaining trustees to elect and choose so many other persons in the room of those so dead or disabled as shall make up the number of nine; which trustees so chosen shall, to all intents and purposes, be vested with the same power as any other in this act particularly nominated and appointed.

An Act was passed in May, 1783, authorizing the trustees to assess taxes on the inhabitants not to exceed three shillings on every titiable and one and one-half per cent. of the value of real estate, to be appropriated for public improvements. They were also authorized to erect a Market House and contract with persons for repairing the streets.

The first Market House in Portsmouth was located in the middle of High street, between Crawford and Water streets. It was removed about the year 1835 to Glasgow street, between Middle and Crawford, and converted into a dwelling house.

Joseph Jones, Paul Loyall, William Lee, Mann Page, Henry Tazewell, Benjamin Harrison, Thomas Nelson, Miles King and John Kearns, Gentlemen, were appointed commissioners by an Act passed in May, 1784, to sell certain public lands for the use of the people; among them the Gosport lands adjoining Portsmouth were directed to be laid off into lots uniform with the town and sold. This Act was amended in October, 1784, directing that the public lands called and known by the name of Gosport be annexed to Portsmouth and the governor, with the advice of the council, was empowered to appoint three or more commissioners to lay off the lands into lots not exceeding a quarter of an acre each, with convenient streets and as nearly parallel to the

streets in the town of Portsmouth as the situation of the place would conveniently admit, and sell at public auction after giving 60 days' notice in the Virginia, Maryland and Pennsylvania gazettes.

An advertisement in the *Maryland Gazette*, of April 14, 1785, says: "Commissioners having laid off Gosport, offer at public sale 300 lots. They say that Gosport has superior advantages, to both Portsmouth and Norfolk, as being nearer the proposed canal into North Carolina, deeper water and a safer harbor for the careening of ships."

Also in October, 1784, five additional trustees were authorized to be elected by the freeholders; the election to be conducted in the manner directed by the Act "to empower freeholders of the several towns not incorporated to supply vacancies of the trustees and directors thereof." The election was to be held on the third Tuesday in April, 1786, and every year thereafter for 12 trustees.

In October, 1789, the trustees were authorized to raise a sum not to exceed £400 to erect a bridge between Gosport and Portsmouth, and to sell certain lots in Gosport for the purpose.

The following is the record of a meeting in the oldest book preserved in the archives of the city:

At a meeting of the Gentlemen, Trustees for the Town of Portsmouth, on Wednesday, the 20th day of April, 1796.

Present.

James S. Mathews,	Thomas Emmerson.
Bernard Maguien,	John Quareles,
John Mushrow,	John Brooks,
Robert Thompson,	Nathaniel Peed.
	Henry Dickinson.

This day the Sheriff made his return of the following Gentlemen, to serve the Town of Portsmouth as Trustees for one year:

William Wilson,	Robert Thompson.
James S. Mathews,	John Mushrow,
Robert Shelton,	Bernard Maguien,
John Brooks,	William Porter,
John Quareles,	Thomas Emmerson,
Nathaniel Peed,	Henry Dickson

Henry Dickson was unanimously elected President for the ensuing year.

Andrew Kidd was appointed Clerk to be paid the

sum of twenty dollars per annum for his services and taking the list of tithables.

Capt. Henry Dickson was appointed Treasurer.

TITHABLES FOR 1798.

The following is the list of tithables in the town of Portsmouth for the year 1798:

Persons Names.	No. of Tithes.
Armistead, Ralph.....	1
Alford, Warring.....	4
Aberdeen, Henry.....	3
Allison, John.....	2
Anderson, Aquila.....	1

B.

Blythe, James.....	1
Brooks, John.....	4
Bacci, Philip.....	5
Bustin, Edward.....	4
Buckley, Morris.....	2
Benson, Robert.....	3
Buxton, James.....	1
Bustin, John C.....	2
Brooks, Thomas.....	2
Brown, James.....	2
Brown, Joseph.....	1
Brown, Francis, Sr.....	4
Brown, Francis, Jr.....	3
Bingley, Mathew.....	3
Bernbury, Mathew.....	2
Beale, George.....	3
Ballance, Willis.....	1
Blow, Richard.....	7
Burton, Peter.....	3
Barr, Richard.....	2
Blainre, James.....	4
Butler, George.....	1
Bell, John.....	3
Barnes, James.....	1

C.

Cutril, Benjamin.....	1
Culpepper, Willis.....	1
Crow, Benjamin.....	1
Collins, George.....	1
Collins, Henry.....	3
Collins, Hannah.....	1
Clements, Daniel.....	6
Cann, Cann.....	4
Cotton, Willis.....	1
Cooper, Edward.....	4
Carter, Stephen.....	1
Cotton, Abram.....	2

D.

Davis, David.....	2
Denby, Jonathan.....	2
Day, John.....	2

Persons Names.	No. of Tithes.
Day, Francis.....	2
Duval, Lucy.....	4
Dickson, Henry.....	7
Dickenson, Joseph.....	2
Davis, Mary.....	9
Duffey, James.....	1

E.

Emmerson, Arthur.....	6
Elliott, Robert.....	3
Eshon, Nathaniel.....	7
Edwards, Mary.....	2
Edwards, Oney.....	1

F.

Flora, William.....	1
Fervion, Euber.....	1
Foster, Joseph.....	1
Foster, John.....	8

G.

Gerald, Henry.....	1
Gaskins, James.....	2
Graham, Francis.....	1
Grant, William.....	1
Gants, John F.....	1
Goffigan, ————	1

H.

Hudras, Leon.....	2
Hughes, John.....	1
Hansford, Edward.....	2
Howser, George.....	1
Howser, Jacob.....	3
Herbert, Arthur.....	3
Herbert, Peter.....	3
Herbert, Sophia.....	2
Hall, Samuel.....	1
Hall, Lee.....	1
Halstead, Jesse.....	2
Hendree, John.....	1
Hasford, Peter.....	1
Holms, Robert.....	1
Herbert, Joseph.....	1
Hunter, Marianna.....	2
Hopkins, George.....	1
Henry, James.....	1
Harper, William.....	1
Hoffler, Thomas.....	2
Hopkins, W. William.....	2
Herbert, Judith.....	1

J.

Jarvis, John.....	1
Jefferson, Ann.....	1

K.

Kinder, Joseph.....	2
Kelsie, Richard.....	2
Kearnes, John.....	3

Persons Names.	No. of Tithes.
King, William.....	3
Kay, Jonathan.....	1
Keeling, Alexander.....	1
Kidd, Andrew.....	2

L.

Laws, Tubinan.....	2
Livingston, Margaret.....	4
Linnel, Thomas.....	3
Leckie, Alexander.....	3
Leigh, William.....	4
Lewelling, James.....	1
Langley, John.....	1
Lawrence, Elizabeth.....	1

M.

Milhado, Aaron.....	5
Mathews, James S.....	7
Millar, Francis.....	1
Millar, Dorcas.....	1
Moffatt, William.....	4
Moore, Capt. William.....	2
Moore, William.....	1
Morris, John.....	3
Morgan, John.....	1
Marchant, Gideon.....	2
McEvoy, John.....	2
Mushron, John.....	1
Maguien, Bernard.....	8
Miars, John.....	1
Miars, George.....	1
Michal, Margaret.....	2
Miars, Thomas.....	1

N.

Nunn, Joseph.....	1
Nicholson, Jesse.....	2
Newhran, Edward.....	2
Nash, Thomas.....	8
Newell, James.....	1
Newton, Thomas.....	1

O.

Oliffe, John.....	2
Owens, John.....	3

P.

Pritchard, William.....	1
Porter, William.....	7
Peed, Nathan.....	1
Paynter, Prudent.....	1
Pearson, Mary.....	1

R.

Reynolds, William.....	2
Rodman, Joseph.....	1
Rodman, Robert.....	1
Robertson, Patrick.....	3
Rutter, John.....	2
Roberts, Wilhain.....	3

Reynolds, William.....	2
Robbins, John.....	1

S.

Seymour, Edward.....	1
Schoolfield, John.....	1
Schute, William.....	10
Saunders, William.....	3
Stewart, Robert.....	1

T.

Tatem, Sarah.....	1
Toomer, Sheldon.....	1
Thompson, Robert.....	3

V.

Veale and Bradford.....	2
Veale, George.....	1
Veale, Thomas.....	2
Ventus, Mary.....	1
Veale, Ann.....	1
Veale, Dempsey.....	2

W.

Watts, Dempsey, Jr.....	3
Webb, Tapley.....	1
Wilson, Lois.....	2
Wilson, Willis.....	9
Willis, Walter.....	3
Williams, Charles, Jr.....	1
Wood, Story.....	4
Walker, Edward M.....	3
Webb, George.....	2
Wilson, William, Jr.....	4
Walker, Samuel.....	1
Watts, William.....	3
Williamson, F. and G.....	3
Williams, Charles, Sr.....	1
Warrener, Edward.....	2
Walker, William.....	1
Williams, Wilson.....	3
Williams, James.....	1
Whidbee, John.....	1
Whidlee, William.....	1

Y.

Young, James.....	5
Total	412

At a meeting of the Gentlemen, Trustees for the Town of Portsmouth on Saturday May 3rd, 1800, this day the Sheriff made his return of the following Gentlemen to serve as Trustees of the town aforesaid for the term of one year.

Richard Blow,	William King,
James S. Mathews,	John Foster,
Bernard Maguieu,	Jona. Denby,
Henry Dickson,	Thos. Brooks,
Peter Herbert,	Nathl. Eshon,
John Brooks,	Daniel Clements,

Capt. William King was elected President.

It seems that hogs were troublesome to the town in its early day, for on the 29th of April, 1803, an order of the trustees empowered the constables to take up all hogs going at large after the 15th of May, and after three days' public notice to sell the same to the highest bidder, one-half for the good of the town and the other half "to the taken up"; but in case the owner appeared before the day of sale he could recover by paying \$1. This proving ineffectual, on the 2nd of March, 1811, the owner of a hog at large was to be fined \$5. Then the country hogs would visit the town and the town trustees had so much trouble in preventing these rovers that other decrees were made to put an end to the visits of the country hogs.

On January 4, 1803, the trustees were empowered to lease for 99 years renewable forever a part of the lot given by Col. William Craford for a market, and on the 7th of January of the same year they were authorized to extend the limits of the town to Chestnut street and to make rules for regulating the building on lots and to settled disputed lines. On the 25th of January, 1805, they were empowered to lease part of the land given by Craford for a Court House, the rents to be appropriated toward paving streets.

On the 18th day of January, 1811, an Act of the legislature was passed providing that the limits of the town were not to be extended from Effingham street to Chestnut street for 15 years unless the consent of the owners of the land affected thereby should be sooner obtained.

On the 21st of January, 1811, the trustees were granted additional powers and authorized to regulate weights and measures, to remove nuisances and obstructions in town and streets, to appoint one or more measurers of wood, salt, coal and grain, to make regulations for protecting property against fire, to prevent and punish fast driving, to prohibit hogs from running at large; to pass by-laws, rules and regulations for the good order and government of the town, to appoint constables or town sergeants.

The number of trustees was reduced to sev-

en by an Act passed on the 19th of February, 1819. The sheriff of Norfolk County was directed to hold annually at the Market House on the third Tuesday in April an election for trustees. This Act also made the trustees a body corporate and politic by the name of "The Trustees of Portsmouth." They were further empowered to pass by-laws for preventing goats and hogs running at large.

The Act incorporating the trustees of Portsmouth Academy and directing the overseers of the poor to convey to said trustees money produced by the sale of Glebe lands became a law on January 28, 1825, and there was an Act passed on the 14th of February, 1829, to revive and amend "an Act to authorize a lottery and the sale of certain lots in the town of Portsmouth."

On the 4th of April, 1831, Water street was established and the trustees were authorized to levy a tax to pay damages assessed to individuals. On March 10, 1832, the former location of Water street was changed. The trustees were authorized on the 13th of March, 1833, to prohibit the burial of dead persons within the limits of the town and to hold land for a burying ground. The trustees were empowered on the 4th of March, 1834, to prohibit the erection of any building east of Dinwiddie street and Second street, Gosport, unless the outer walls were to be of brick or stone.

On the first day of February, 1836, the trustees were empowered to cause the streets to be graded and paved, to employ a superintendent to audit expenses of paving and apportion expenses between property owners, to appoint watchmen and regulate their duties, to erect lamps, to direct surveyor to run limit of wharves, to regulate manner of constructing wharves, to remove infected persons to hospital, to hold land for a Market House, to rent out stalls and make rules regulating same, to hold land and erect a magazine thereon and appoint a keeper, to erect a Town Hall when required by a majority of the voters, to purchase land for public squares when freeholders desired it, to borrow money and issue scrip therefor and to

levy taxes. On March 21, 1836, there was another Act amending the Act to establish Water street,—damages to be ascertained by a writ of *ad quod damnum*, and on the 2nd of April, 1838, firemen were exempted from jury service. On the 22nd of March, 1839, the law provided that the trustees should consist of nine persons to be elected on the first Saturday in April, and on the 24th of February, 1840, the sale of the Portsmouth Academy was directed and the proceeds divided according to the relative population of the town and county. On the 28th of March, 1848, a law was enacted to incorporate the commissioners of the public schools of Portsmouth. As will be observed, Portsmouth had a corporate existence by which she was authorized to issue bonds and to exercise certain other functions of a municipality, but she was not separate as to her government from Norfolk County until 1852. Previous to the incorporation of Portsmouth with all habiliments of a town it was, of course, under the jurisdiction of Norfolk County. A board of trustees constituted its legislature and a board of magistrates the judicial authority of the town. Of the latter, three justices of the peace composed a quorum for the adjudication of civil cases, five for the trial of criminal offenses.

An Act of the 15th of May, 1852, in its 6th section directed that: "Until otherwise provided, the Town of Portsmouth shall for the purposes of this Act, be laid off into two wards, as follows, to-wit: All of Portsmouth and Gosport east of Court and Fourth streets shall be called Jackson Ward: all of Portsmouth and Gosport west of Court and Fourth streets shall be called Jefferson Ward: and there shall be a separate place of voting in each ward as follows, to-wit: The place of voting in Jackson Ward shall be the Town Hall; in Jefferson Ward, it shall be the Court House."

INCORPORATED AS A TOWN.

The Act of separation was passed on the 17th of February, 1852, as follows:

Section 1. *Be it enacted by the General Assembly,* That the voters resident within the Town of Portsmouth, who, by virtue of their residence within the said town, would be entitled under the present constitution of the State, to vote for members of the General Assembly, be and they are hereby authorized to elect, in lieu of the board of trustees now provided by law for said town, and in the same manner and at the same time now prescribed for electing such trustees, a Common Council of said town, consisting of thirteen councilmen, who shall possess all the powers and authority of the said board of trustees; and shall succeed to all the rights, and be subject to all the obligations of said board, and all suits pending or rights of action existing for or against the said town of Portsmouth or the trustees thereof, at the time of the adoption of this Act by the voters of said town, shall continue in full force and effect, to all intents and purposes, for or against the Town of Portsmouth, or the Common Council thereof, as if this Act had not been passed.

Section 2. That the said voters of Portsmouth are also hereby authorized, at the time or times and in the manner aforesaid, annually to elect a mayor of said town, who shall possess all the powers and authority of a justice of the peace, except that he shall not, by virtue of his office as mayor, sit as a member of the County Court of Norfolk County. It shall be the duty of the said mayor to enforce the by-laws and ordinances of said town as well as the laws of the Commonwealth within the same, and he shall have concurrent jurisdiction with justices of the peace within said town, except as above prohibited. The compensation and fees of office of said mayor shall be prescribed by the Common Council who are hereby authorized to provide that proper charges and compensation shall be made for any and all services rendered by the said mayor, and may provide for payment of such fees to him by such parties as they may prescribe, or the payment of such fees or charges into the town treasury, and the payment to the said mayor of such salary from the treasury of said town as they may think proper, or may combine both modes of compensation as to said Council may seem advisable.

Section 3. Vacancies happening in the office either of the mayor or councilmen aforesaid may be supplied for the remainder of the term for which they were elected by the Council, if there be a quorum of the same; but if there be no quorum, then such vacancy or vacancies may be filled by a new election by the voters of said town, in accordance with the provisions of the Code of Virginia, Chapter 54.

Section 4. On Saturday, the sixth day of March next, a poll of those hereby authorized to vote for mayor and Common Council of the Town of Portsmouth shall be opened and conducted, and the result returned in accordance with the present laws for holding elections of trustees in said town; and the officer conducting the said poll shall propound to the voters the question following: "Are you in favor of the law authorizing you to elect a mayor and Common Council," to which each voter shall answer "Aye" or "No." If a majority of votes given be in favor of this Act, then it shall by the officer conducting such poll be declared adopted. But if a majority of the votes given as above

be against the adoption of this Act, then said officer shall declare the same rejected.

Section 5. If this Act be adopted as aforesaid, notice shall be given, and an election of a mayor and thirteen councilmen of said town shall be had on the first Saturday in April next, under and by virtue of this Act; but if this Act be rejected as aforesaid by the people of Portsmouth, then notice shall be given, and an election shall be had, on the said first Saturday in April next, of nine trustees of said town, in accordance with the present law; and this Act, if rejected as aforesaid, shall thereafter be null and void.

Section 6. This Act shall be in force from its passage.

Under the above Act incorporating Portsmouth as a full grown town, John S. White was the first mayor and the following were members of the first Council: John L. Porter, president; C. S. Cocke, W. H. H. Hodges, Calvin Reynolds, H. Ferebee, W. R. Woodard, R. A. J. Thompson, Thomas Moran, H. J. Phillips, John Lash, Caleb Nash, John Vermillion and W. N. Schoolfield. William M. Levy was clerk.

NAMES OF SQUARES.

Everybody knows that the streets of Portsmouth have names, but not many know that the squares of the older parts of the city are also named. Beginning north of North street, between Crawford and Middle streets, they are Norfolk Row, Norfolk, Red Lion, London, Golden, Bloomer, Edinburg, Cavendish, Crab and Buckingham; between Middle and Court streets are Elizabeth Row, Elizabeth, Glasgow, Hanover, Court House, Market, St. James, Bristol, Hill, Ferry and Kent; between Court and Dinwiddie are Hampton Row, Hampton, Back Creek, Queen, Prison, Church, King, Portsmouth, Lincoln, Essex, Middleton and Argyle. Between Dinwiddie and Washington are Marsh, Greenwich, Williamsburg, Cambridge, Oxford, Dinwiddie, Princess, County, Virginia, Salisbury, Lancaster and Newcastle. Between Washington and Green are Orange, Cornwall, Essex, Bon, Devonshire, Cheshire, Hertford, Leicester, Dover, Soho, Governor, Berkley, Temple, Green, Dunn and Marlow. Between Green and Clifford, beginning south

of North street, are Chatham, Boush, Miffling, Washington, Montgomery, Proctor, Clerson, Hampshire, Derby, * * Portland, Exeter, Norwich, Grantham and Lamarso. Between Effingham and Chestnut are Boston, Ashburn, Carlisle, Arlington, Preston, Aliborough, Burlington, Granby, Holborn, Hambury, Gasgoyne, Pall-Mall, Parke, Drake and Drummond; west of Chestnut are Ludlow, Saville, Hatton, Hemmino, Mulberry, Eden, Tavistock, Beverly, Anoon, Ambler, Bentick and Westburg. Effingham street is one of the most beautiful in Portsmouth and is supposed to have been named for the greatest Earl of Effingham.

The tragic cruelties of Dunmore and Tarleton not only united the American colonists for resistance, but aroused the sympathy of liberty-loving Englishmen, across the ocean, to open declarations against the coercion policy of King George's government.

Among them were army officers, who tendered their resignations rather than fight Americans, and some members of the Parliament strenuously opposed, with their voices and votes, the war measures of the crown.

The Earl of Effingham, a brilliant statesman and dashing soldier, was a fearless friend of America. He made some of the ablest and most eloquent arguments in Parliament for the rights of the Colonies.

Thomas Howard, third Earl of Effingham, was born January 13, 1747. When a boy he had strong military tastes and his youthful inclinations carried him into the British Army at the age of 15 years, as an ensign in the celebrated Coldstream Guards. He was not prompted to the profession of arms by a desire for gaudy display in an officer's glittering uniform, but he craved to test his manhood on the firing line. So he volunteered for service in a war between the Russians and Turks to add experience to the theory of martial life.

He was promoted to captain of the First Regiment of Foot Guards on Aug. 1, 1766. When the American Revolution began, he was fully equipped for a brilliant military career,

but he could not consent to enforce with his sword measures which he had opposed as a legislator. His regiment was ordered to America, but not desiring to leave the military service, he requested to be relieved from service against the Colonies. He wrote a letter to the Secretary of War, in which, having declared the willingness with which he would sacrifice his life and fortune in support of the safety, honor and dignity of His Majesty's crown and person, he said that the same principles which had inspired him with these unalterable sentiments of duty and affection to the King, would not suffer him to be instrumental in depriving any part of his people of those liberties which form the best security for their fidelity and obedience to his government. He expressed the deepest regret and greatest mortification at being obliged to quit a profession which had been that of his ancestors for many ages, to the study and practice of which from childhood his past life had been applied and his future intentionally dedicated, and that as he waived the advantage to which the custom of the service entitled him, the right of selling what he had bought, he requested that he might be allowed to retain his rank in the army; that whenever envy or ambition of foreign powers should require it, he might be enabled to serve his king and his country in that way in which of all others he thought himself best calculated to do it with effect.

The Earl of Effingham herein displayed a manhood which required more courage than to stand up in the line of battle where bullets whiz and thundering shells explode.

At a great public meeting in London, held in the common hall on Midsummer's Day, resolutions of public thanks were ordered to be given to the Right Honorable the Earl of Effingham, for having consistently, with the principles of a true Englishman, refused to draw his sword, which had been employed to the honor of his country, against the lives and liberties of his fellow subjects in America.

Soon after, a similar resolution of thanks in fuller terms was presented to him from the

guild of merchants in Dublin. His government respected his petition and honored him with its confidence until his death. He was made Deputy Earl Marshal, October 21, 1777; Treasurer of the Household, April 10, 1782; Master of the Mint, February 10, 1784; Vice Admiral of Jamaica, July 21, 1780; and Governor of Jamaica, October 14, 1789. He had been in bad health, and hoped that it would be benefited by the climate of Jamaica, but it continued to decline, and he died there on the 19th day of November, 1791. He was then a colonel in the army and Governor General of the island. He married on the 14th of October, 1765, Catharine, eldest daughter of Metcalf Proctor, Esq., of Thorpe-on-the-Hill, near Leeds. She died in the same year, 1791, on board His Majesty's ship "Diana," in her passage from Jamaica to New York, whither her ladyship was going for the recovery of her health.

The third Earl of Effingham was a grand Englishman. He was true to the spirit of freedom, which ever inspires patriotic hearts. He was a friend of liberty and justice. Americans should honor his name. Men should study a character which subordinated military ambition and glory to a conscientious conviction of right.

INCORPORATED AS A CITY.

A meeting of the citizens, to consider the propriety of incorporating Portsmouth as a city, was held in Oxford Hall on Wednesday evening, December 9, 1857. On the motion of Gerard Henderson, George W. Grice, president of the Council, was elected chairman and Cladius W. Murdaugh, secretary. The chairman stated the object of the meeting and then Stephen Cowley, Esq., who had been appointed chairman of a committee on resolutions at a previous meeting, reported the following:

"Whereas, the population and commerce of our town have reached a point in numbers and importance which require a more perfect municipal organization; and whereas our present relations with the county are complicated in character and unequal in operation; there-

fore, *Resolved*, That our Town Council be and they are hereby instructed to bring the subject fully incorporating our town, through our Senatorial and County delegates in the Legislature, to the notice of the present General Assembly of Virginia, at the earliest practicable period.

"*Resolved*, That said Council prepare, or cause to be prepared, in one Act, a charter of incorporation, embracing the usual forms, privileges and restrictions for our town, with the name and style of the City of Portsmouth."

The Act incorporating the town of Portsmouth as a city was passed March 1, 1858, and is in part as follows:

Section 1. *Be it enacted by the General Assembly*, that the territory contained within the limits of the Town of Portsmouth, prescribed by sundry Acts of the Assembly heretofore passed, shall be deemed and taken as the City of Portsmouth, and the freeholders, housekeepers and inhabitants within the said limits, and their successors, shall be and they are hereby made a body politic and corporate, by the name and style of the City of Portsmouth: and as such, and by that name may contract and be contracted with, sue and be sued, plead and be impleaded, answer and be answered unto; and may purchase, take, receive, hold and use goods and chattels, lands and tenements, and choses in action, or any interest, right or estate therein, either for the proper use of the said city, or in trust for the benefit of any persons or associations therein; and the same may grant, sell, convey, transfer and assign, let, pledge, mortgage, charge and encumber, in any case and in any manner in which it would be lawful for a private individual so to do; and may have and use a common seal, and alter and renew the same at pleasure; and generally shall have all the rights, franchises, capacities and powers appertaining to municipal corporations in this Commonwealth. Said city and its inhabitants shall henceforth be exempt from all assessments or levies in the way of taxes by the County Court of Norfolk for any purpose whatsoever.

Section 2. There shall be for the said corporation a court, which shall be called "the Court of Hustings for the City of Portsmouth;" and the same shall be held by the aldermen of said city, or any three or more of them, except where it is otherwise provided. The said court shall be held on the first Tuesday of every month, or on such other days as may be hereafter prescribed by law. The quarterly courts of said city shall be held on the first Tuesday in January, April, July and October; and the sergeant of said city shall attend said courts with his deputies and summon grand juries; and said sergeant and grand juries shall proceed in like manner as the sheriffs and grand juries of the County Courts.

Section 3. The said court shall have jurisdiction, and the mayor and aldermen shall each have the power

of a justice of the peace within the said corporate limits, and every part thereof, for matters arising within the same, according to the laws of the Commonwealth, in the same manner and to the same extent and under the same laws, rules and regulations that the County Courts of this Commonwealth now have, and are now subject to or as they may hereafter have or be subjected to by law; and any presentment made in said court by a grand jury, for an offense against said laws committed within the jurisdiction thereof, may be prosecuted in said court in like manner, and the like proceedings be had thereon as in the County Courts of the Commonwealth. The members of the said Court of Hustings shall consist of 12 other than the mayor, of whom, until the Council shall otherwise prescribe, there shall be six for each ward.

Section 4. There shall be a board called "the Council of the City of Portsmouth," which shall be composed of 12 members, of whom, until the Council shall otherwise prescribe, six shall be for each ward.

Section 5. The Council may grant compensation out of the funds of the city to the mayor of the city, and the members of the Court of Hustings.

Section 6. All bonds and writings obligatory, or contracts with, and all rights, claims and demands for or against the said City of Portsmouth, shall be good in law the same as they would have been for or against the said Town of Portsmouth if this Act had not been passed; and all personal and real estate heretofore conveyed to the authorities of the Town of Portsmouth, in trust or for the use, benefit or advantage of any persons or associations, shall be and the same is hereby transferred to and vested in the City of Portsmouth, to be held subject to all the trusts, conditions and qualifications to which it would have been subject in the possession of said authorities prior to the passage of this Act.

Section 7. At all elections which shall be held by the voters of said city for the corporate authorities thereof, the following persons shall be entitled to vote, viz.: All free white male inhabitants, being citizens of the United States, and qualified by law to vote for members of the General Assembly of Virginia, who are freeholders of lots or real estate in said city, whether improved or not, and such other inhabitants not freeholders, being citizens, and qualified as above, who shall have paid, before offering to vote, the city taxes assessed against them for the year preceeding that in which they offer to vote.

Section 8. There shall be an election in each ward at the first election held under this Act, and annually on the first Saturday in April, or in case of failure to hold the election on that day then such day afterwards as the Council may direct; which election in a ward shall be for members of the Common Council to represent said ward, and for a mayor of the city, and for such other officers of the corporation as the ordinances of the said Council may require to be elected annually by the voters thereof. At the first election for city officers under this Act, there shall be held in like manner an election in each ward for six aldermen or members of the Court of Hustings for said city, whose term of service shall be four years; a city sergeant, whose term of service shall be for two years; a clerk of the Hustings Court, whose term of service

shall be six years; a city surveyor, whose term of service shall be six years; a commissioner of the revenue, whose term of service shall be two years; and two constables for each ward, whose term of service shall be two years; and there shall be an election on the first Saturday in April in each and every year concluding the terms hereinbefore specified, to-wit: For members of the Court of Hustings, every fourth year; city sergeant, every two years; clerk of the Hustings Court and clerk of the Circuit Court, every sixth year; surveyor, every sixth year; commissioner of the revenue and constables, every second year after the said first election. And the terms of all officers herein above specified shall commence on the first Monday in the month of May, immediately succeeding their election. And every vacancy, occurring in either of the offices enumerated in this section, shall be filled by an election for so much of the said term as remains unexpired, to be held at such time as shall be directed by the Council, and in the manner prescribed in this Act; and in case the vacancy be in the office of clerk of either court, the said Hustings Court may appoint a clerk *pro tempore*, who shall discharge all the duties of the office thus vacated until a clerk shall be elected and qualified. These shall also be elected at the time hereinbefore named, and every fourth year thereafter, an attorney for the Commonwealth for said courts, who shall perform the same duties as attorneys for the Commonwealth in the County and Circuit courts.

Section 9. Any white male citizen, who is qualified to vote for city officers under this Act, shall be eligible as a member of the Council or of the Court of Hustings, or to any other office created or contained in this Act. But no keeper of an ordinary shall be so eligible.

Section 10. In such elections the city shall continue divided (as at present) into two wards until the Council shall lay it off into wards differently, or alter the wards, and the said elections shall be held at such place in each ward as shall have been or may be hereafter prescribed by the Council.

Section 11. The elections shall be conducted in the following manner: The sergeant shall, by publication in one or more of the city newspapers, and if there be no such newspapers, then by written advertisements at sundry places in the city, give notice thereof to the citizens for at least two weeks prior to any election, specifying time and places; and if any unavoidable cause should render a change of either place necessary, it shall be the duty of the sergeant to have said change announced on or before the day of election, in one or more of the city newspapers, or by handbills.

Section 12. The sergeant shall hold the election in the ward in which he resides and shall appoint in writing, previous to the election, a deputy in each of the other wards, to hold an election therein, who shall be invested for that purpose with the same powers, and be restricted by the same disabilities as the said sergeant.

Section 13. In case of the inability of the sergeant, from sickness or from any other cause, to hold the election in the ward in which he resides, he shall have full power and authority to appoint, in writing, at any time before or on the day of election, a deputy, who shall hold the election in said ward, who shall be invested with the same powers and restricted by the same disabilities as himself. The elections for senators, dele-

gates and members of the House of Representatives shall be conducted by the same officers and in the same manner as prescribed in this Act, and by the laws of the Commonwealth.

Section 14. Any deputy appointed as aforesaid shall act under the obligations of an oath, to be administered to him by an alderman, faithfully to execute the powers conferred by the said appointment. And each and every deputy shall make return to the sergeant within three days; and if from any cause there be no sergeant, then to the clerk of the Council of the city, of the number of votes given to the respective candidates in the ward in which he acted as deputy; which, with the votes given in his own ward, when he acts in lieu of his deputy, shall be published in some newspaper in the city and be lodged with the clerk of the Court of Hustings.

Section 15. Of persons to fill offices created or continued by this Act, elections shall be held in all the wards on the same day; but if from any cause the election shall not be held in any or all of said wards on the day prescribed, the sergeant or his deputy or deputies shall proceed to hold the same as soon as said cause is removed, after three days notice in the newspapers.

Section 16. For superintending said elections the Council shall, previous thereto, appoint five discreet persons in each ward as commissioners, any two or more of whom may act; and the said commissioners shall have such powers and perform such duties as are prescribed in the sixth section of the seventh chapter of the Code of Virginia and after taking such oath as is mentioned in the seventh section of that chapter, a certificate of which oath shall be returned to the clerk of the Hustings Court, to be preserved in his office.

Section 17. No elector shall be permitted to vote in any other ward than that in which he resides.

Section 18. The qualifications of any person or persons elected as councilmen shall be adjudged of by the whole number of councilmen elected, or a majority of them.

Section 19. At all elections which shall be held as aforesaid, the person or persons who shall receive the highest number of votes, if duly qualified, shall be considered as elected. And in case of a tie or equality vote between any two or more candidates, the sergeant or other person conducting the election shall decide between the persons so tied.

Then follow 55 other sections embracing the general powers of the Common Council, duties of the mayor, provisions for the Circuit Court; a supplemental Act was passed on the 25th of March, 1858, providing for the disposition of the common property of the county of Norfolk and the city of Portsmouth.

The Court of Hustings for the city of Portsmouth, established by the charter, held the first session at the Court House of Norfolk County in the said city on Tuesday, the 4th day of May, 1858, it being the first Tuesday in the

month of May as prescribed. Aldermen Samuel Watts, Arthur R. Smith, John Nash, William H. Morris, Moss W. Armistead, John S. White, Robert Dickson, William W. Davis, Edward Kearns being present, the court proceeded to organize, and Arthur R. Smith was designated as chairman to preside at the court. Arthur Emmerson was appointed cryer and James Murdaugh was appointed clerk *pro tempore*. The court, being organized and opened, proceeded to business, and the following certificates were directed to be recorded, to evidence the due qualification of the aldermen of the city, viz:

City of Portsmouth, to-wit: This day personally appeared before me, James Gregory Hodges, Mayor of the City of Portsmouth, John Nash, Robert Dickson, William W. Davis, Arthur R. Smith, William H. Peters, William H. Morris, who were by the voters of said city at an election held on Thursday, the 22nd day of April, 1858, at the Town Hall the place of voting in Jackson Ward in said city, elected Aldermen of the said city in and for said ward, and took the several oaths prescribed by law.

Given under my hand this 30th day of April, 1858.

JAMES GREGORY HODGES,

Mayor.

City of Portsmouth, to-wit: This day personally appeared before me, James Gregory Hodges, Mayor of the City of Portsmouth, Samuel Watts, John S. White, Charles R. McAlpine, Edward Kearns, Robert H. Cuthrell, Moss W. Armistead, who were, by the voters of the said city at an election held on Thursday, the 22nd day of April, 1858, at the Court House, the place of voting in Jefferson Ward in said city, duly elected Aldermen of the said city in and for said ward and took the several oaths prescribed by law.

Given under my hand this 30th day of April, 1858.

JAMES GREGORY HODGES,

Mayor.

Arthur Emmerson, who was duly elected clerk by the voters of the city, qualified. David J. Godwin, who was duly elected Commonwealth's attorney, qualified; the court fixed his salary at \$300 per annum. Claudius W. Murdaugh, Leopold C. P. Cowper and Virginius O. Cassell were elected commissioners in chancery. James Murdaugh, John S. Stubbs, Leopold C. P. Cowper, J. M. Brickhouse, James G. Holliday, James F. Crocker, David J. Godwin, Claudius W. Murdaugh, Virginius O. Cassell, P. H. Daughtery and Abram S. Watts qualified to practice law in said court.

Joseph Hobday, who was duly elected commissioner of the revenue by the voters of the city, qualified. Herman Mathews, who was duly elected constable, qualified. David J. Godwin, Claudius W. Murdaugh, Abram S. Watts, John Emmerson, qualified as notaries public under commissions from His Excellency, Henry A. Wise, Governor of Virginia.

The court appointed Samuel Watts, David J. Godwin and Arthur Emmerson a committee to prepare rules and regulations for conducting business. William H. Bingley qualified as deputy clerk.

In April, 1858, George W. Grice was elected first mayor of the city. On the 5th of July, 1860, a bill creating the office of judge of the Court of Hustings was enacted and Hon. Edward W. Massenburg was elected the first judge.

CHANGING THE WARDS.

An Act to provide a new charter for the city of Portsmouth was approved March 11, 1873 (Acts 1872-73, Ch. 152, Page 122):

Section 3. The present Council of the City of Portsmouth shall, within 60 days after the passage of this Act, appoint five discreet and proper persons, residents and voters in said city, any three of whom may act, who shall without delay proceed to lay off said city into wards, not less than two nor more than five, and to define the boundaries of said wards, and, where practicable, to use the streets and alleys of said city for boundaries. The said commissioners shall report to the Council the wards laid out, and the boundaries thereof, with a plat of the same, and, if approved by said Council, the same shall be confirmed by the Council, and each ward designated by names or numbers, and the wards so established and defined shall be the wards of said city until changed by Act of the General Assembly. Until such revision be made, the wards of said city shall remain as at present defined. Upon such revision the Council shall apportion the councilmen among the various wards established.

* * * * *

Section 13. The Council of the City of Portsmouth, after the revision of the wards of said city, as hereinbefore provided, shall be composed of 15 members, to be apportioned among the several wards in proportion to the number of inhabitants in each ward. The councilmen chosen shall, at the time of election and during their continuance in office, be residents of the ward for which they are chosen. They shall be elected by the voters qualified to vote for councilmen, as hereinbefore provided, who are residents of the respective wards for which such councilmen are chosen. If

the revision of the wards of the city as hereinbefore provided shall not be made, the Council of the city shall remain as at present constituted. The qualifications of any person or persons elected as councilmen shall be adjudged of by the whole number of councilmen elected or a majority of them.

Under these provisions the Council took the matter up and at the meeting on April 6, 1873, Mr. Brown moved that five discreet citizens be appointed to redistrict the city and that the chair appoint the committee, which motion was carried. The chair appointed the following gentlemen: William T. Robinson, G. F. Edwards, R. E. Glassett, V. A. Haynes, G. W. Watts. On motion the chair was instructed to fill all vacancies. On motion of Mr. Maupin the wards were to be numbered instead of named. On motion of Mr. Smith the commissioners were each allowed \$25 for their services.

At a meeting of the Council, on April 28, 1873, the President stated that it was called to hear the report of the commissioners. Then followed the report of commissioners, which was adopted by a resolution, and the Council also fixed the number of councilmen for the city at 15, to-wit: Five each for the First and Second Wards, two for the Third Ward and three for the Fourth Ward.

The new charter of the city of Portsmouth, now in force, is provided by Acts of the General Assembly, approved March 6, 1882, January 28, 1884, and February 23, 1894. The latter Act extends the boundaries to embrace, in addition, the territory beginning in the western boundary line of the city at a point 113 feet south from the south side of Glasgow street; and from thence running west, parallel with Glasgow street, to the center of the channel of Scott's Creek; thence northwardly along the center of the channel of this creek to low-water mark of the Elizabeth River, thence eastwardly along the low-water-mark line of the river to the northwestern boundary line of the city; and thence southwardly along the western boundary line of the city to the point of beginning. This territory is known as the Fifth Ward.

HISTORICAL EVENTS.

The will of Rev. Charles Smith, the first minister of Portsmouth Parish, is dated January 24, 1771. After disposing of his estate including several small legacies he directs his manuscripts to be burned and his body to be buried decently in a plain pine coffin near a cherry tree "bearing about S. W. from this house and upon the Glebe," and a codicil dated October 30, 1772, says, "My will now is that after my within-mentioned inulatto woman Mary waits on my graddaughter Abegail Taylor one year after my decease thenceforward I emancipate and set her free with all her future issue forever."

Isaac Luke died October 31, 1784, in the 54th year of his age. He was one of the most prominent citizens of his time.

Rev. Richard Cave. Jones on December 17, 1792, produced his credentials as a minister of the Protestant Episcopal Church to the County Court, and qualified to celebrate the rites of matrimony.

The sugar house near Gosport Bridge was opened in 1802 and produced the best double-refined loaf sugar. It was burned down in 1831. The rum distillery in Gosport with a capacity of 600 gallons per day was opened in 1803.

Among the Portsmouth ships and captains in 1807 were: Ship "Flora," Capt. Robert Benthall; ship "Anacreon," Capt. Henry Peters; ship "Elizabeth," Capt. Isaac Luke; ship "William & Mary," Capt. Henry Dickson; ship "Malvina," Capt. Robert Dickson; ship "Modoc," Capt. Robert Barclay; ship "Margaret Wright," Captain Rooke; ship "Constitution," Captain McRea.

On April 16, 1811, the French privateer "Revanche de Cerf," Capt. John Jacques, that had been detained nine months by Commodore Rodgers and released by the Admiralty Court, while lying in the harbor opposite the U. S. Marine Hospital at Ferry Point (on Berkley Flats), was boarded by an armed force from the shore, set on fire, blown up and entirely destroyed.

On March 31, 1815, Francis Grice, of Philadelphia, began building ships in Portsmouth. He was afterward naval constructor.

On October 25, 1824, the Marquis de LaFayette visited Portsmouth; he was met at the ferry landing, then at North street, and escorted by the Portsmouth Rifles and Greys to the intersection of Crawford and High streets, where the welcome by the city was tendered.

In 1825 the schooner "Ranger," commanded by Captain Seward, whose family lived on Water street, was captured by the pirates off the coast of South America.

On May 19, 1827, the steamer "Fredericksburg," built by Joseph Porter, was launched, 136 tons burden. She was to run between Washington and Potomac Creek.

On April 16, 1829, the Virginia & North Carolina Transportation Company contracted for and had completed in 30 days 10 vessels for the canal trade at the following shipyards: Joseph Porter's Portsmouth; John Overton's, Portsmouth; Miles Chambers & Hathaway's, Portsmouth; Ryan & Gayles', Portsmouth; Oney S. Dameron's, Norfolk; Isaac Talbot's, Norfolk; John G. Colley's, Norfolk.

On July 30, 1830, the new steamboat "Lady of the Lake," was built by Capt. Guy C. Wheeler at his shipyard in Portsmouth, moved by her own steam.

The Fourth of July, 1833, was celebrated with a grand military parade of Norfolk County, Norfolk and Portsmouth soldiers:

Norfolk County Horse Guard—Capt. Doughty.
St. Bride's Patriots—Capt. Tatem.
Norfolk L. I. Blues—Capt. King.
Norfolk Juniors—Capt. Forniquet.
Norfolk Independents—Capt. Tonkin.
Portsmouth Light Dragoons—Capt. Murdaugh.
Portsmouth L. I. Greys—Capt. Watts.
Portsmouth Artillery—Capt. Cassell.
Portsmouth Rifles—Capt. Gayle.
Portsmouth Grenadiers—Capt. Darden.

The Globe Tavern, afterward "The High Street Hotel," was kept by Captain Reynolds. It was situated on the north side of High street, about 100 feet east of Court street, now the site of the Commercial Building. Invitations

to a ball were sent out, with a picture of an eagle holding in his talons a scroll with "E Pluribus Unum":

The pleasure of your company is solicited at a Ball to be given at the Globe Tavern, in Portsmouth, on Friday evening, the 21st inst.

Arthur Emmerson,	Dempsey Nash,
Mordecai Cooke.	John L. King.
Robert B. Butt,	Levin Gayle.
John B. Levy.	John K. Cooke.
Benjamin Spratley,	Albert G. Nash.
Isaac R. Bayley.	Columbus C. Robertson,
James H. Langhorne,	Henry V. Niemeyer,
Henry C. Bell,	Tapley Portlock,
Joseph A. Bilisoly,	George Blow.

Managers.

10th Feb. 1834.

On April 24, 1844, Henry Clay visited the city and Capt. Samuel Watts gave a reception at his mansion, where a large number of ladies and gentlemen were introduced to the distinguished gentleman. On July 24, 1847, the U. S. S. "Pennsylvania" arrived from Philadelphia,—the only voyage she ever made; she was receiving ship at Gosport until burned by the Federals in 1861.

Liberia was founded by free colored people, sent out in 1822 by the American Colonization Society, of which Henry Clay was president. Joseph Jenkins Roberts, the first president of the republic, was elected October 5, 1847,—he was a native of Portsmouth, and was carried out on a ship commanded by Capt. Henry Peters.

On April 17, 1854, the ship "Gosport," 900 tons, was launched from Page & Allen's yard, Gosport.

On August 27, 1854, the brig "St. Julien" was launched from the shipyard of S. Herbert in Portsmouth. She was an unfortunate vessel: she stuck on the ways: her commanding officer, Captain Pleasants, died from cholera morbus four days after: she was capsized and lost at sea on her first voyage.

On August 28, 1854, the ship "James Guthrie, 1,200 tons, was launched from Page & Allen's yard, Gosport.

The Great Freeze.—In January, 1857, a snow-storm of great violence burst upon the

coast and invaded the tidewater counties, accompanied by a strong wind and high tides. On Monday, the 19th, the snow lay six feet deep, and the river was frozen over from shore to shore. A few days later the whole harbor was blockaded with ice, and all communication by water was cut off. At one time the mercury registered nine degrees below zero,—an unheard-of event in this latitude, but common enough in the North and Northwest where "blizzards" are mere incidents of every winter's experience. Thousands of people swarmed upon the ice and availed themselves of this opportunity,—the first within the memory of living men, and probably the last for many generations to come,—of disporting themselves upon the congealed bosom of the Elizabeth.

On the 20th of May, 1873, the Seaboard Club of Portsmouth defeated the Chesapeake Boat Club of Norfolk, over a three-mile course down the harbor. The race was intensely exciting, witnessed by thousands of people on either shore, and the victory was complete,—18 minutes and 55 seconds to 19 minutes and 25 seconds; the victorious boat was called the "Ripple," and the defeated, the "Vesta."

"RIPPLE'S" CREW.

(Trained by William Webber, U. S. Navy.)

Boyer Lemsy—Bow, age 17.....	Weight 133
J. W. Brown, Jr.—No. 2, age 17.....	Weight 128
C. H. Niemeyer—No. 3, age 19.....	Weight 140
Herman C. Niemeyer—No. 4, age 17.....	Weight 146
James T. Burton—No. 5, age 23.....	Weight 140
W. F. Lemsy—Stroke, age 19.....	Weight 141
N. E. White—Coxwain, age 19.....	Weight 108

Total Weight 936

"VESTA'S" CREW.

W. A. Graves, Jr.—Bow.....	Weight 137
F. B. Dornin—No. 5.....	Weight 128
W. C. Dickson—No. 4.....	Weight 151
L. W. Tazewell—No. 3.....	Weight 144
J. C. Baker—No. 2.....	Weight 146
Fred Hardy—Stroke.....	Weight 145
William Waller—Coxwain.....	Weight 106

Total Weight 957

On August 30, 1875, the Third Georgia Regiment returned to Portsmouth to hold their annual reunion. They were enthusiastically received by the people and royally entertained.

Capt. Samuel Watts, a distinguished citizen, died May 18, 1876. He was born November 28, 1799.

"The August Storm."—On August 18, 1879, the city was surprised by the unwelcome visit of something very nearly akin to a hurricane—or so, at least, it seemed to the unaccustomed eyes of the population, although it would probably have aroused neither surprise nor alarm in our brethren who dwell in the prairie-home of the cyclone and tornado. It began about 9 o'clock, A. M., with a furious easterly wind and driving rain, which lasted several hours, inflicting considerable damage upon the shade-trees, fences and lightly-constructed buildings of the city. The wharves and gardens near the river were submerged, vessels were driven ashore, and the bark "David Dudley" was capsized and drifted, bottom upwards, to the Berkley Flats. An occasional more-than-usually impetuous blast would tear the branches from the trees, palings from the fences and shingles from the houses, in a manner equally unceremonious and impartial, and hurl them about in all directions. Trees were uprooted, houses damaged, and woe to the merchants whose sign-boards were not firmly secured! The surrounding country also suffered severely, chiefly in the matter of fences and barns. Numerous slight accidents and "hair breadth escapes" were reported, but fortunately the city escaped without any loss of life. For several days afterward the local newspapers enlarged upon the destruction wrought by this unwonted visitor, which is still commonly referred to as "The August Storm," although more than 21 years have passed since its passage.

On April 2, 1885, occurred the suspension of the Exchange National Bank, followed by the closing of the Franklin Savings Bank and Bain Brothers Bank, of Portsmouth,—the greatest financial disaster that ever occurred in Norfolk and Portsmouth. The failure was estimated to cover nearly \$4,000,000 and created intense excitement.

Capt. Osmond Peters died February 15,

1886, aged 72 years. He entered the United States Revenue Marine service as 3rd lieutenant in 1837 and continued in the service until his State seceded from the Union, when he resigned and entered the service of the Confederate States. During the Seminole troubles he served in the mosquito fleet against the Indians. He was a Mexican war veteran. Captain Peters was a man of noble impulses, and an efficient and able officer, upright in all his transactions.

The earthquake of August 31, 1886, which filled Charleston, South Carolina, with mourning and desolation, was felt here also, and with sufficient force to shake everything else except the confidence of the Portsmouth people in themselves and in the future prosperity of their city; but the shock was not repeated and no evil consequences ensued. So extremely infrequent, indeed, are atmospheric or seismic disturbances of any kind in this placid and delectable latitude that their visitations assume almost historical importance, being regarded by our people as epochs whence succeeding time is measured, and are consequently entitled to be placed on record.

Joe Sam Brown, the most popular citizen in the city, died September 20, 1887. Dr. George W. O. Maupin, an eminent physician, died June 26, 1888.

Mrs. Fanny Murdaugh Downing, of Portsmouth, was one of the sweetest singers of the South. Most of her poems breathed the spirit of love and devotion for the Confederate heroes. Unfortunately her poems have never been collected in book form. "After once writing them she seemed to think little about them. It was as if a bird might sing to express its feelings and then go on to the enjoyment of all the other delights of nature without seeming to realize that its own sweet warbles had added so greatly to them." She was born October 19, 1831, and died May 6, 1894.

On May 22, 1895, the Third Battalion under command of Maj. R. E. Warren left for Pocahontas on account of the mine riots, and returned June 1st.

On July 8, 1895, Mrs. Eliza Ann Bilisoly,

widow of Joseph A. Bilisoly, died in the 91st year of her age. She was the first president of the Ladies Memorial Association. She left eight children, 33 grandchildren, 41 great-grandchildren,—total 84 and five generations. She had lost by death three children, 22 grandchildren and nine great-grandchildren,—total 34 dead. Descendants living and dead at the time of her death, 118.

On July 15, 1895, the Union Depot of the Seaboard Air Line was occupied. On July 23, 1895, the workmen of the Navy Yard passed resolutions, in high tribute to Naval Constructor Francis T. Bowles, who had been ordered to New York.

On October 20, 1898, R. E. Glassett, a distinguished journalist, died. On November 11, 1898, Virginus Butt, one of the most efficient commissioners of the revenue in the State died from the effects of a carbuncle. On November 25, 1898, Owen D. Ball, one of the oldest railroad officials of the Seaboard Air Line, died.

On October 16, 1899, the U. S. S. "Texas" returned to the Navy Yard from a mission destroying derelicts.

Patriotic services were held in the public schools on the 14th of December, 1899, in commemoration of the death of George Washington. In the district schools the observance took the form of readings, recitations and singing of patriotic songs, but in the high school the order of exercises was more ambitious.

The second and third grammar grades assembled with the junior, intermediate and senior high school classes at the time of the mid-day recess, and the scholars joined with gusto in the singing of "Hail Columbia," with which the exercise opened. Then followed an address on "Washington, the Patriot Under Two Flags." The exercises were under the auspices of Fort Nelson Chapter, D. A. R.

By October 1, 1900, Portsmouth had contributed \$3,174.62 to the relief fund for Galveston, Texas. On October 1, 1900, the cornerstone of the Y. M. C. A. Building was laid with Masonic ceremonies. Rev. H. W. Battle

of Petersburg was the orator. On October 9, 1900, Dr. H. F. Butt, a distinguished physician, died. He had been an eminent surgeon in the Confederate Army.

THE YELLOW FEVER

Prevailed in Portsmouth during the months of June, July, August, September and October, 1855.

It was landed at our wharves from the ship "Ben Franklin." Capt. Bynum, which arrived here direct from the Island of St. Thomas, in the West Indies, about the middle of June, and was placed in quarantine by order of the health officer of the port, under suspicion of being infected. After being detained for some days she was granted permission to proceed to Gosport for the purpose of being overhauled. Here her bilge-water was pumped out and a portion of her ballast was discharged upon the wharf. No apprehensions at her presence were entertained until Sunday, July 8th, when a young man, who had been employed on board her five days previously, developed unmistakable symptoms of yellow fever and died in the afternoon of the same day. The case created intense excitement, and the Town Council, having been convened in extraordinary session, ordered the immediate return of the steamer to the quarantine ground.

But the precaution was taken too late. The mischief had been done and the pestilence had gained a firm foothold and spread with fearful rapidity, although the authorities took all possible steps to arrest its progress. A relief association was promptly organized to attend to the necessities of the sick and suffering, and to superintend the expenditures of the contributions which soon began to pour in liberally from all parts of the country.

The epidemic had seized upon the community when totally unprepared for it, and the citizens were almost paralyzed by panic. All mercantile pursuits and mechanical operations were suspended, the wages of labor stopped and stores closed. The government gave up

the Naval Hospital for the use of fever patients, and provision stores were opened, whence food and other comforts were issued to those in need.

Physicians, apothecaries and nurses came from distant points to minister to the sick and dying, when the local staff had become exhausted with the incessant call upon their exertions, and many of these noble volunteers fell victims to their own self-sacrificing heroism. Three of the four successive keepers of the provision store died of the pestilence, as did also 10 apothecaries and nurses and 12 physicians, of whom four,—Drs. Parker, Trugien, Lovett and Nicholson,—were regular practitioners of the city. Rev. James Chisholm, rector of St. John's Protestant Episcopal Church; Rev. Francis Devlin, priest in charge of St. Paul's Roman Catholic Church, and Rev. Vernon Eskridge, of the Methodist Episcopal Church, remaining faithful to their holy mission, were constantly to be found at the bedside of the plague-stricken until themselves attacked by the devouring pestilence were called upon to swell the number of its martyr-victims.

Among the other prominent citizens of Portsmouth who succumbed to the yellow fever during this dark, sad season were Capt. George Chambers and Robert T. Scott, members of the Common Council; Dr. William Collins, president of the Seaboard & Roanoke Railroad Company, and a host of other good true men and women.

The disease existed here as an epidemic for nearly four months, the last fatal cases occurring on the 10th of November; during that period nearly 1,000 human beings perished by its ravages.

Thousands of inhabitants had fled from the presence of the plague to seek refuge beyond reach of its fatal breath, but most of the city authorities, following the noble example of the mayor, D. D. Fiske, and true to their own instincts of duty and humanity, remained here while the epidemic lasted, and thus rendered an incalculable service to the community.

If this dire calamity can be said to have pos-

sessed any one cheering element, it was surely to be discerned in the spontaneous outpouring of sympathy and generosity which it evoked from every section of the country on behalf of the stricken and bereaved. So liberally had money been subscribed, that, out of the funds remaining in hand, the treasurer was able to appropriate the sum of \$25,000 toward the establishment and maintenance of an Orphan Asylum,—an institution which still lives and flourishes,—a fitting monument to the charity and benevolence to which it owes its existence.

The assets of the Asylum now are about \$36,000. The first trustees were D. D. Fiske, James G. Holladay, George W. Peete, J. N. Schoolfield, Holt Wilson, W. Watts, Joseph A. Bilisoly, Samuel T. Hartt, Joseph Bourke, John K. Cooke, John L. Porter and Moss W. Armistead. The vacancies in the board are supplied by the remaining trustees. The present members of the board are E. C. Brooks, president; Legh R. Watts, vice-president; George L. Neville, treasurer; William H. Stewart, secretary; E. L. Lash, James H. Toomer, James T. Borum, John T. King, F. D. Gill, Dr. Joseph Grice, John A. Morris and B. F. Howell.

THE GOSPORT IRON WORKS

Only exist in history. They were established between 50 and 60 years ago by A. Mehaffey, a Philadelphia capitalist. It was a very extensive establishment. All kinds of iron machinery were finished there in the best style; steam engines, from a small size to the largest, most ponderous and powerful. The engines of the U. S. S. "Powhatan" were constructed there. Castings of every description, in iron, brass, copper and lead were moulded at these works. They kept from two to three hundred men constantly employed.

THE UNITED STATES NAVAL HOSPITAL,

Just in the rear of the site of old Fort Nelson.

was commenced in the year 1829. It is a very large and exceedingly commodious and handsome granite building, finely adapted to the important purpose for which it is intended. During all the wars since its completion it has been a home for the sick and wounded. The location was well chosen, being healthful, retired and convenient. This massive structure is a splendid ornament to the harbor, and presents its beautiful and lofty front for the admiration of the visitor on coming up the river. The strictest order and discipline are observed at the establishment, and its constant utility at this great naval station is obvious.

PORTSMOUTH'S PATRIOTISM AND PATRIOTS.

The town of Portsmouth was the scene of many thrilling and heroic actions during the first wars in our country.

In the Revolution after the departure of Dunmore the American patriots occupied the town and they were active in building ships for the navy and strengthening the fortifications. Col. Charles Harrison was for some time in command of the Continental forces.

In October, 1780, Brigadier-General Leslie, with about 3,000 troops from New York, landed at Portsmouth, and took possession of the ships and other property belonging to the government. After a brief sojourn he sailed for Charleston, and shortly afterward joined Lord Cornwallis.

Brig.-Gen. Benedict Arnold with 2,000 men disembarked at Portsmouth on January 2, 1781, made a pillaging expedition as far as Richmond, returned to Portsmouth and fixed headquarters there. Virginia at that time was poorly prepared to resist invasion; but all the available forces were rallied to oppose the incursions of this detested enemy. It was planned to capture him by strategy, as had been tried at the North; but he kept his person so closely guarded that no opportunity was given those commissioned for the enterprise to carry out the plans. Afterward, however, there was an opportunity to capture Arnold and his

whole force, which was lost on account of the failure of the commander of the French squadron to cooperate with the land forces. Colonel Parker with the Suffolk militia was advanced to Cowper's Mills, the nearest post to Portsmouth; General Lawson with 800 militia was stationed at McKay's Mills some miles in Parker's rear and General Muhlenberg with 800 infantry, consisting of Colonel Fleming's and Col. Merriweather's regiments, and Colonel Armand's legion of cavalry, took post at Cabin Point, from which place he could support all the advanced force. On the north of the James, General Nelson with 1,000 militia and some volunteer cavalry were stationed at Williamsburg with orders to guard the shore thence to Newport News. This was to keep Arnold close in his intrenchments at Portsmouth to prevent depredations for he was getting short of provisions, which made it necessary for him to forage on the country. About this time M. de Tilley, commanding a section of the French squadron, entered Hampton Roads and captured a British frigate and some small vessels. Previously the American general had made every endeavor to draw Arnold from his intrenchments for a fight in the open field: he had driven in and captured some of his pickets and held a position within a mile and a half from Portsmouth, but he feared with his small force to risk an assault upon the breastworks. The North West Landing, which had been guarded by General Gregory, was reinforced by Col. Everade Meade's regiment. So the Americans were sure of forcing the surrender of Arnold for need of rations for his troops, if de Tilley would only maintain the blockade of the Elizabeth for a week or maybe less. Notwithstanding urgent requests, he sailed away on the 20th of February, 1781, alleging that the shallowness of the Elizabeth River was too dangerous for his vessels. Thus Arnold's force was released from peril.

Lord Cornwallis was also at Portsmouth, just previous to his fatal expedition to Yorktown.

These invasions caused great distress and

suffering amongst the people; but they withstood all with the nerves of heroes.

When the British fleet attacked Craney Island in June, 1813, the Portsmouth soldiers behaved with great gallantry and did most effective work in repelling the attacks of the enemy.

Capt. Arthur Emmerson of the Portsmouth Artillery sighted and fired the shot that sunk the "Centipede," which decided the fate of the day in favor of the Americans.

THE CONFEDERATE CAUSE.

The noble and heroic part which her citizens took in the war between the sections is a crown on her brow of imperishable beauty.

It is claimed with much reason and just pride that in proportion to the number of her inhabitants Portsmouth contributed a larger quota of soldiers, armed and equipped, to the Confederacy than any other Southern city. Many sacrificed their lives and all their fortunes to the glorious cause. Those who returned have devoted the remainder of their days to industrial pursuits, which has given the city its present prosperity.

In the very beginning the corporate authorities with chivalric devotion used every means available to aid the Confederate cause.

The era of American chivalry is enshrined in the heroic traditions of the Confederacy. In the girlhood, in the womanhood, in the boyhood, or in the manhood of its people; in the rank and file of its army, in its homes, in its sanctuaries, patriotism absorbed the hopes of all with beautiful self-forgetfulness; and the remembrance of heroic actions and knightly deeds is written in the hearts of its sons and daughters, so that although the States increase and the boundaries of the Union expand to the limits of the undiscovered North and South seas, and their offspring scatter over the face of continents, these will be sparkling jewels in the dust of time, which will teach their hearts to love their ancestors of the Southern Confederacy.

An agricultural people, armed with the noblest impulses of honor and chivalry, but without the appliances to equip and maintain an army in the field, were converted into soldiers, almost like magic, to defend their homes and firesides. No looms to weave the cloth—no furnaces to mold the cannon—no plants to make the muskets—no outputs of lead for shot—no manufactories for powder in all this fair Southland, which produced the cotton for the world; and yet, from beginning to end, the most powerful nations of Europe gave their resources of wealth, manufacture and men to conquer the Confederate States of America. If Europe had enforced strict neutrality, and kept her hireling soldiers at home, the furlled flag of the Confederacy would today be the flying emblem of a living nation.

The magnitude of the intersectional war is almost incomprehensible, and the odds in soldiers against our Confederacy were so tremendous that we marvel how its armies held out for four years.

The total enrollment of our army and navy, including all classes, was about 600,000 men, out of a population of 5,000,000 whites.

The calculations for the United States Sanitary Commission, in regard to nativity, gave half a million of foreigners in the Union armies, of whom 187,858 were Germans and 144,221 were Irish.

The total enrollment of the Union armies, not including three and six months' men, was 2,864,272, or 2,264,272 more men than were on our side.

Three hundred and ninety-five thousand two hundred and forty-five Union soldiers were killed, mortally wounded and severely wounded, and their total deaths from wounds, disease and killed were 469,298.

Such figures are eloquent and powerful testimonials of the tenacity, courage and heroism of the Confederate armies.

At a called meeting of the Council of the city of Portsmouth, on Thursday evening, April 18, 1861, George W. Grice, the mayor of the city, stated that he had just returned

from the city of Richmond and had learned that the volunteers would be called into camp some time the following week, and that it was necessary to make preparations for defense and suggested the purchase of rifles and buck-shot. Thereupon, on motion of Mr. Morris, it was "*Resolved*, That the city appropriate the sum of \$1,500 to purchase arms and ammunition for the defense of the city."

A committee composed of George W. Grice, William H. H. Hodges and William H. Morris, styled the "Military Committee," was appointed, to make purchases of arms and ammunition.

At a meeting on June 15, 1861, \$1,000 was appropriated for the relief of the families of soldiers of the city who were absent in various camps.

On July 17, 1861, \$500 was appropriated to aid the Portsmouth Light Artillery in procuring side-arms.

On August 14, 1861, Revs. Handy, Plunkett, Peterson and Taylor appeared before the board, reporting that the supply of provisions at the "Relief Store" was exhausted and that the families of the soldiers in number about 400, were in extreme necessity and unless the Council made monthly appropriations of from \$1,500 to \$1,800 great suffering must ensue; whereupon the Council appropriated \$1,000 for support of the families of soldiers in service.

The captains of several companies complained of discrimination in favor of the Portsmouth Rifles and the Portsmouth Light Artillery to which the Council replied * * * "That the reasons influencing the Council to appropriate separate amounts" were that these "two companies were not provided with suitable warlike weapons to defend themselves in the event of an engagement with the enemy. The Rifles being armed with the ordinary rifle without bayonet attachment, and the Artillery being without the necessary side-arms and it being believed that these were indispensably necessary to their personal safety and their success

in battle, appropriations of \$500 were made for each company to be applied *exclusively* to the purchase of the requisite arms."

On the 17th of December, 1861, the Council received a communication from the Councils of Norfolk requesting joint action with the military authorities in adding to the defenses of the harbor, and a committee of seven was appointed to confer with the Councils of Norfolk and the military authorities on the next day, as follows: George M. Bain, Jr., William G. Webb, John Nash, George L. Neville, John S. Stubbs, James T. Borum and John C. Neville.

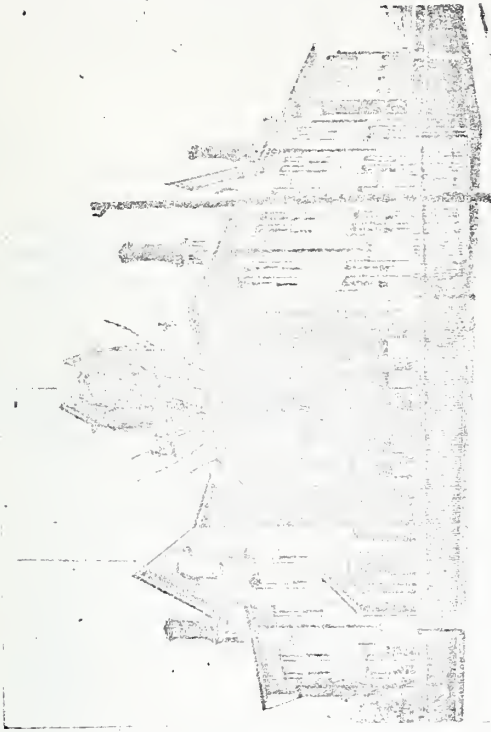
On March 4, 1862, the relief committee reported having issued for the month of January 206 orders for relief of soldiers' families, amounting to \$1,030.

On May 4, 1862, the Council appointed Hon. Samuel Watts to proceed to Richmond and present views to the authorities against the evacuation of this post.

On June 10, 1862, the committee, appointed to report the circumstances of the Confederate evacuation, reported among other things that no official notice was given the civil authorities by the major-general commanding the military department, or by the brigadier-general, commanding the forces around the city, of the evacuation on the 10th of May, but that Capt. S. S. Lee, commanding the Gosport Navy Yard, did confer with the civil authorities concerning the burning and destruction of the Navy Yard and rendered every facility he could by allowing the Fire Department the use of the engines and hose of the Navy Yard to protect the city against any danger that might be incurred from the burning. Throughout the day the city was in the utmost confusion demanding unremitting attention in various places. The large quantity of powder which had been left in the railroad depot was thrown overboard. The commissary stores were turned over to the mayor to be distributed among the poor, and some stores which had been seized by irresponsible and undeserving persons were recovered.



NORFOLK COUNTY COURT HOUSE, PORTSMOUTH, VA.



HIGH SCHOOL BUILDING, PORTSMOUTH, VA.



CITY HALL AND U. S. POST OFFICE, PORTSMOUTH, VA.



TRINITY PROTESTANT EPISCOPAL CHURCH, PORTSMOUTH, VA.
(The first church erected, in 1762.)

The evacuation by the Confederates was completed about 5 o'clock P. M. and the occupation by the United States troops about 9 o'clock P. M., May 10, 1862.

The Military Governor, General Viele, on the 23d of June, 1862, suspended the civil functions of the authorities of the city and in an interview with the president of the Council, George M. Bain, Jr., suggested a revocation of the order provided the Council would take the oath to support the Constitution and laws of the United States. The Council refused politely but in no uncertain terms: "It would invoke no moral turpitude to swear allegiance to the principles embodied in the Federal Constitution. * * * But to swear unconditional submission to those who administer, and the means and measures of administration, would be obnoxious and a contradiction in terms. For the latter are at sundry points in conflict with the former. Whatever may have been the origin of the war, it is manifest that the end to which it is progressing is the obliteration of all the rights reserved to the States, a more consolidated and stronger government, and the emancipation of the blacks. Martial law, for which no constitutional authority can be found, has already effected much in this direction wherever the Federal arms are triumphant. The policy adopted in reference to slaves, sweeps away all the promised protection of the Federal Constitution. In a word '*Military Necessity*' overrides the Constitution by '*Martial law*' and the sword alone is its expounder."

The last meeting of the Council after the overthrow of civil authority by the military was held in the office of Dr. John Linn April 27, 1863: Present, George M. Bain, Jr., president; John Linn, J. H. Porter, M. W. Armistead, James T. Borum, A. Simmons and J. C. Neville.

The alms-house committee reported relief of 491 families, that want and distress were on the increase and unless more relief was afforded starvation must ensue.

June 2, 1862.—"The first regular meeting

of the City Council under the Restored Government of Virginia, organized at Wheeling on the 11th day of June, 1861, was held under above date," Rev. John S. Briggs, president.

On June 22, 1863, Daniel Collins, so called mayor under this usurped government, sent a scandalous and scurrilous message to the usurpers, libelling the true and patriotic men who had governed the city by virtue of the voice of its true people. The committee appointed "to investigate the issue of Portsmouth City Notes" made a scandalous report impeaching the integrity and honor of the former councilmen in submitting their resolution of repudiation. Then the evil days were upon the people of Portsmouth. The vampires were sucking her blood and vilifying her good name.

In the Virginia Senate, March 8, 1863, Hon. George W. Grice offered the following, which was unanimously adopted:

"*Whereas*, the General Assembly of Virginia have learned that the Rev. George M. Bain, cashier of the Portsmouth Savings Bank Society, and William H. H. Hodges, cashier of the Merchants' & Mechanics' Savings Bank, citizens of Portsmouth, Virginia, the first named being over 60 years of age, and the other a cripple, have been arrested and sentenced to hard labor at Hatteras, North Carolina, by order of Major-General Butler, or some other officer of the Federal government for alleged fraudulent disposal of the funds of their banks; and that the Rev. John H. D. Wingfield, rector of Trinity Episcopal Church, Portsmouth, had been put to hard labor on the public streets of that city, with a ball and chain to his leg, because he refused to renounce allegiance to his native State; therefore,

"*Be it enacted by the General Assembly*, That the Governor of the Commonwealth be and he is hereby requested to invite the attention of the Confederate Government to the arrest and sentence of these three worthy citizens of this State and to respectfully ask that the facts may be investigated, and if found as stated and believed, that three citizens of the

Federal States (if there be any such in the hands of the Confederate authorities) he held at hard labor as hostages for these three citizens of Virginia; and if none, that three Federal officers be placed at hard labor, one with ball and chain on the public streets, and held as hostages for Messrs. Hodges, Bain and Wingfield."

THE PORTSMOUTH FIRE DEPARTMENT.

The Chambers Hook and Ladder Company was organized on the 12th of May, 1858, with W. B. Hunter as foreman; after serving a few months he resigned and Charles Jordan was elected. The latter served until the beginning of the war, when the company was disorganized owing to the enlistment of most of the members in the Confederate Army. The truck and ladder was housed in a shed adjoining the Ocean House and remained there until 1866. The company reorganized in the hall of the Independent Fire Company on the 12th of May, 1866, with 35 men.

Samuel Cuthriell was elected foreman; William H. Morris, Jr., 1st assistant; John W. H. Porter, 2nd assistant; W. A. Fiske, recording secretary; W. L. Foreman, assistant secretary; E. Jordan, treasurer.

In January, 1870, Capt. Samuel Cuthriell resigned and at the February meeting George O'N. Palmer was elected foreman. This meeting authorized the purchase of a steam fire engine and hose carriage.

Captain Palmer contracted with the Amoskeag Steam Fire Engine Company of Manchester, New Hampshire, to build the engine at a cost of \$4,500. He purchased the hose carriage for \$1,500. The steam fire engine "George O'N. Palmer," arrived in the city in April, 1870, and was probably the handsomest engine in the State at that time. The engine was pulled to all fires by hand until Capt. John M. Robinson, president of the Seaboard & Roanoke Railroad Company, presented the company with a pair of horses and harness. It will be observed that the company

was an independent volunteer fire company and owned its apparatus. The name of the company was changed to Chambers Steam Fire Engine Company No. 2, and the officers were: George O'N. Palmer, foreman; William H. Morris, Jr., 1st assistant; W. T. Robinson, 2nd assistant; John O'Connor, recording secretary; G. L. Foreman, financial secretary; F. Durr, treasurer.

In August, 1871, the company with 114 uniformed men visited Richmond and in a contest with the "brag" engine of that city threw water 20 feet farther. In 1876, the company visited Philadelphia and joined in the grand parade of the Centennial. In 1882 it again went to Philadelphia to attend the Bi-Centennial.

The Chambers company organized the State Firemen's Association at Portsmouth in 1886, which adjourned to meet in Richmond in June, 1887. The company was presented with a silver service by the city of Norfolk, consisting of a balanced ice pitcher, salver, and two goblets gold-lined inscribed:

Presented to the Chambers Steam Fire Engine Company, No. 2, of Portsmouth, Va., by the Councils of the City of Norfolk, Va., in grateful remembrance of service in subduing the disastrous fires which occurred in Norfolk the 25th and 26th of July, 1873.

The Chambers company visited Richmond again in 1887; Roanoke in 1888; Baltimore in 1889; Chicago, Illinois, in 1893; Reading, Pennsylvania, in 1895; Hampton, Virginia, in 1896; Winchester in 1897; York, Pennsylvania, 1898; and Richmond again in 1900, when it secured a prize of \$100 for the best looking company in line.

The foremen since reorganization have been:

Capt. Samuel Cuthriell, from May, 1866, to Jan. 1870.
 Capt. George O'N. Palmer, from 1870 to 1876.
 Capt. William H. Morris, Jr., from 1876 to 1877.
 Capt. W. T. Robinson, from May, 1877, to July, 1877
 (elected chief engineer.)
 Capt. James W. Brown, from 1877 to May, 1881.
 Capt. Ellis A. Butt, from May, 1881, to May, 1883.
 Capt. Richard C. Marshall, from 1883 (still in office.)

The officers serving now are:

S. B. Hutchins—First Assistant Foreman.
 E. T. Holt—Second Assistant Foreman.
 C. S. Minter—Third Assistant Foreman.
 R. W. Murden, Jr.—Recording Secretary (since 1872.)
 G. G. Cummings—Financial Secretary.
 W. R. Minter—Treasurer.

The Manchester Locomotive Works furnished the Amoskeag engine now in use, in 1892. There are now 116 active members, R. W. Murden, Jr., and W. R. Minter, being the oldest members, elected in 1866.

The Independent Fire Company was organized on the 11th of May, 1853, with 35 men. Some were killed in battle during the conflict between the States, some died during the epidemic of yellow fever in 1855, others from natural causes have passed to the great beyond. Of the original 35, H. G. Johnson, John Lovitt, Joseph Weaver, George Fitchett and Thomas Bland, are all that remain.

Francis Jordan was the first captain, and others that followed, serving various terms, have been: William Ballentine, Joseph D. Knapp, Cary F. Grimes, Samuel Hartt, Samuel Corey, Robert Noel, Frederick Wiersdorf and Julian Pace, who is the present captain.

The company has a La France engine and hose cart. The engine, which is one of the handsomest in the State, being nickel-plated throughout, with all modern improvements, cost \$4,500. The company has a fine engine house, with bunk, reception and meeting room, which is city property. The company furnished these rooms and also owns a 1,000 lb. bell. It also owns a parade carriage, built at Seneca Falls, New York, with which they have won prizes at Newport News, Roanoke and Richmond, for the finest appearing body of men, with apparatus, in line of about 1,500 men. The carriage cost \$1,800. They have, too, a silver service presented by the city of Norfolk, consisting of balanced ice pitcher, salver and two goblets, gold-lined. The following is inscribed upon the service:

Presented to the Independent Steam Fire Company, No. 1, of Portsmouth, Va., by the Councils of the City of Norfolk, Va., in grateful remembrance of service in

subduing the disastrous fires which occurred in Norfolk the 25th and 26th of July, 1873.

But a few months ago the company celebrated its 48th anniversary. Unfortunately the records of the 13 years of the early days of the company have been destroyed; on one occasion the company sacrificed its own house to save surrounding property.

The following compose the present officers of the company: Julian F. Pace, foreman; Charles T. Bland, 1st assistant foreman; W. E. Johnson, 2nd assistant foreman; D. R. Renshaw, recording secretary; Joseph F. Weaver, financial secretary; F. J. Friedlin, treasurer; Dr. F. S. Hope, surgeon; C. R. Warren, 2nd assistant chief.

The Portsmouth Hook and Ladder Company No. 1 was organized on the 26th of April, 1897, with the following officers: R. A. Meads, foreman; S. T. Montague, 1st assistant foreman; G. S. Bell, 2nd assistant foreman; E. A. Wood, recording secretary; E. G. Irving, financial secretary; H. O. Pearson, treasurer; R. L. McMurran, M. D., surgeon. The company proceeded at once to procure uniforms and other equipments, and in a very short time was a thoroughly equipped band of fire-fighters.

The Council shortly afterward purchased a Babcock Aerial Extension Hook and Ladder Truck, with an extension ladder 58 feet long, with all the appliances used in fighting fires successfully, and turned the same over to the young company.

On October 4, 1897, 2nd Assistant Foreman G. S. Bell was recommended to the Council for the office of 3rd assistant chief. August 30, 1897, John W. Tatem, Jr., was elected driver and W. J. Anderton, tillerman. November 1st, Thomas Hume was elected 2nd assistant foreman in place of G. S. Bell, who had been elected 3rd assistant chief.

The first inspection was held May 2, 1898, with 36 members in full uniform.

At the regular election of officers held April 10, 1899, the following officers were

elected: R. A. Meads, foreman; Emmett Deans, 1st assistant foreman; C. N. Markham, 2nd assistant foreman; R. D. Guy, recording secretary; C. E. Outten, financial secretary; R. L. McMurren, M. D., surgeon; John W. Tatem, Jr., driver; W. T. Dillsburg, tillerman. On May 8, 1899, R. A. Meads resigned as foreman and Emmett Deans was elected to fill the unexpired and regular term as foreman. H. Robie was elected 1st assistant foreman. On April 9, 1900, C. E. Richardson was elected 2nd assistant foreman and E. P. Broughton, tillerman.

The following compose the officers at this time: Emmett Deans, foreman; H. Robie, 1st assistant foreman; C. E. Richardson, 2nd assistant foreman; R. D. Guy, recording secretary; C. D. Deans, financial secretary; H. O. Pearson, treasurer; R. L. McMurren, M. D., surgeon; G. S. Bell, 3rd assistant chief; John W. Tatem, Jr., driver; W. R. Walker, tillerman.

GREAT CONFLAGRATIONS.

On the 21st of March, 1821, a conflagration broke out at the corner of High and Crawford streets and the following property was destroyed: On High street, the Market House; a three-story brick building owned by Mordecai Cooke and occupied by Captain Rooke; five frame buildings owned by Mordecai Cooke, one by Francis Armistead, one by Dr. George W. Maupin, one by John Robbins, two by Thomas E. Brooks; one brick building owned by John Foster, one by Richard A. Blow; one frame building owned by Capt. Seward; on the north side of London street from where it crossed water street, the fire swept every building to the end of Davis' wharf; on Water street the warehouse and all buildings of Richard Blow, blacksmith shop of Mr. Peed, frame dwelling of John Brooks, frame dwelling of Mr. Spady, frame dwelling of Dr. George W. Maupin, and the residence of Mordecai Cooke, completing the two squares bounded by High, Crawford (then Main) London, Queen and Water streets; warehouses

on Davis' wharf of D. Ballentine; warehouses on Myer's wharf of John Kay; ships "Lothair," "Home" and Georgiana."

There was a considerable fire on High street on April 3, 1839. Several buildings were destroyed, including a book store, tin factory, and the printing offices of the *Portsmouth Times*, John T. Hill, editor. Thomas Godwin, a cabinetmaker, was killed by the falling of a chimney of a house now No. 305 High street, which crushed through the roof of a large frame building, that stood on the spot now occupied by the Maupin Building, Nos. 301-303, used as a cabinet-maker's shop. Mr. Godwin was inside endeavoring to remove his chest of tools when he was crushed to death.

On April 28, 1859, St. Paul's Roman Catholic Church was set on fire and destroyed. Twice the hose of the Independent and Resolute fire companies were cut while operating against the fires. The incendiaries or their accessories were the culprits.

On May 1, 1859, the houses of William Benthall, Willoughby Bain and William Bain were destroyed by incendiaries.

The burning of the "Isaac Bell" was a scene ever to be remembered. A ship on fire in midstream was the grand sight which the people of Norfolk and Portsmouth witnessed on October 1, 1880. At 3 o'clock P. M. the fire bells of the Old Dominion Steamship "Isaac Bell" rang out an alarm,—that magnificent ship was on fire. A volume of flames bursting out of the hold of the ship at the foot of the foremast, and all efforts to stay them being fruitless, the tugs hauled her to the Hospital flats, where the ship with its cargo was burned to the waters edge. The cargo consisted of 750 bales of uncompressed cotton, nine hogsheads and 35 tierces of tobacco, and 14 barrels of resin, the whole valued at about \$50,000. The ship was built in March, 1808, was 1,612 tons, with a carrying capacity of 2,500 tons dead weight and cost the company \$200,000. The burning of the ship continued into the night and was witnessed by thousands

of people, who lined the shores and wharves on both sides of Elizabeth River.

On September 2, 1895, the dry kilns of the Portsmouth Lumber Manufacturing Company were destroyed by fire ignited by a spark from the smoke-stack.

On October 10, 1895, warehouse "D," Seaboard Air Line Company, with contents. Pcters & Reed's wharf and stave yards on Water street were destroyed by fire, which caught in the warehouse, but the origin was not ascertained.

Never in her history has Portsmouth had such a baptism of fire as that which raged for five hours on the night of March 28, 1895. Thirty-five houses were burned to ashes, including St. Paul's Roman Catholic Church, and 300 people were made homeless by two incendiaries. These men seemed to have conceived a plan to destroy the whole city, which would have been accomplished had it not been for the interposition of circumstances, like the hand of Divine Providence. The incendiaries were apprehended and after tedious trials were convicted and sentenced to the penitentiary for terms entirely inadequate for their heinous offences.

Mayor J. Thompson Baird in his annual message to the Council said:

"The report of the Chief of the Fire Department makes the loss by fire during the year to be \$85,566.25. This is an immense and unusual loss, but the great bulk of it was caused by the incendiary fire of March 28th, which the Chief rates at \$70,000. He does not cite the data from which he gives this estimate, and I think his figures rather above the actual loss; it was, however, a night of terror long to be remembered by the community. At one time that conflagration threatened the major part of the city. But for the assistance received from our sister city of Norfolk, the U. S. Navy Yard and the county, our brave firemen, who fought the advancing flames with all the vigor and determination which inspires men to battle with the enemy of their home, must have suffered the agony unspeakable,

which only belongs to those who are forced to look hopeless and helpless on the unstayed hand of the destroying angel.

"Four of the cruel men who wantonly, out of the wickedness of their hearts, kindled this and other incendiary fires, were arrested, convicted and are now in prison in the penitentiary at Richmond. Their trials were long and tedious, but the arduous and untiring efforts of two of our eminent citizen lawyers, James F. Crocker and William H. Stewart, who volunteered to assist the Commonwealth's attorney, was finally crowned with success, and we have had a rest which is likely to continue for many years to come.

"The people of the city of Portsmouth can never discharge their obligations to these most excellent citizens, for the battle which they fought was in defense of every man's fireside, from the most opulent to the humblest. Their names are written in indelible characters in the archives of Portsmouth for emulation in generations to come.

"The Fire Department of Portsmouth is not excelled: it has reached a membership which in point of numbers and in character of material, makes it the peer of any consolidated enemy of the fire fiend within the borders of the Commonwealth. The companies are bravely officered, splendidly equipped and superbly manned, they are thoroughly armed in discipline, patience and temperance, and so far as lies within the power of their limited numerical force, their service is invaluable and their battle-front invincible."

Chief of Police F. T. Lynan, speaking of the increase of felonies in his report to the mayor, said:

"This was owing to an organized gang of desperadoes, who have for the past year infested the city. They, going about at night, stopped at nothing short of murder,—houses were burned, dwellings burglarized and stores robbed. At last the police, obtaining a clue, arrested and brought to trial the leaders of if not the entire gang, when with the valuable service voluntarily given by the Common-

wealth, by those eminent gentlemen and lawyers, Col. William H. Stewart and Maj. James F. Crocker, they were convicted, and are now serving long terms of imprisonment in the State Penitentiary."

MAYORS OF PORTSMOUTH.

As a matter of interest to the resident reader, the following list of chief magistrates of the town and city, in the order of their succession, is given:

1. John S. White, elected for one year, 1852; re-elected, 1853.

2. Hezekiah Stoakes, elected for one year, 1854.

3. D. D. Fiske, elected for one year, 1855.

4. James G. Hodges, elected for one year, 1858; re-elected, 1857.

George W. Grice, elected for one year, 1856; re-elected, 1859 and 1860.

6. John O. Lawrence, elected for one year, 1861.

7. John Nash, elected for one year, 1862: had served only one month when the city was placed under martial law.

8. Daniel Collins, elected under Federal military rule for one year, 1863; re-elected, 1864 and 1865.

9. James C. White, elected for one year, 1866; under the Reconstruction Act. Mr. White served beyond the legal term for which he had been elected.

10. James E. Stoakes, appointed by General Schoolfield, May 1, 1868.

11. E. W. Whipple, appointed by General Canby, October 5, 1869.

12. Philip G. Thomas, elected for one year 1870; re-elected, 1871.

13. A. S. Watts, elected for two years, 1872; re-elected, 1874.

14. John O'Connor, elected for two years, 1876.

15. J. Thompson Baird, elected for two years, 1878; re-elected at each subsequent election until 1894.

16. L. H. Davis, elected for two years, 1894.

17. J. Thompson Baird, again elected, for two years, 1896, and has been re-elected at each subsequent election and is the present incumbent of the office.

ROSTER OF CITY OFFICERS.

Mayor—J. Thompson Baird.
 City Clerk—L. P. Slater.
 Treasurer—George A. Tabb.
 City Auditor—T. Hume.
 City Collector—R. A. Hutchins.
 Commissioner of the Revenue—R. L. Herbert.
 City Attorney—John W. Happer.
 Street Inspector—John W. Wood.
 Clerk of Market—Edw. N. Grant.
 Physician to Almshouse—F. S. Hope, M. D.
 Keeper of Almshouse—John Bright.
 Wood Measurer, Sealer of Weights and Measures—John C. Parkerson.
 Keeper of Cemeteries—Cary J. Hall.
 Judge Hustings Court—James F. Crocker.
 Clerk of Court—C. T. Phillips.
 Commonwealth's Attorney—R. C. Barlow.
 Sergeant—Williamson Smith.
 Deputy Sergeant—Jesse B. Hoofnagle.
 City Engineer—Bascom Sykes.
 Sanitary Inspector—D. W. Murden.
 Physician to the Poor—Gray G. Holladay, M. D.
 High Constable—E. S. Anderton.
 Superintendent Public Schools—John C. Ashton.
 City Council: John J. King, president; D. W. Ballentine, vice-president.
 First Ward: J. W. Brown, Jr., Dr. Joseph Grice, W. S. Langhorne, R. E. Crump.
 Second Ward: D. W. Ballentine, C. W. Walker, Charles E. Murden, Emmett Deans, F. O. Cain, Charles G. Hume.
 Third Ward: J. Leon Codd, Jesse M. Overton, J. Edw. Johnson.
 Fourth Ward: John J. King, L. C. Brinson, Samuel T. Montague, R. E. Glover.
 Fifth Ward: L. M. Palmer, S. Cleburne Browne.
 Educational Department—Superintendent public schools, John C. Ashton; clerk of school board, William A. Culpepper; treasurer of school board, George A. Tabb.
 School Board: D. A. Williams, president; First Ward, D. A. Williams, W. O. Hope, L. P. Slater; Second Ward, B. F. Howell, James C. Proctor, W. D. Minter; Third Ward, W. T. Ballentine, C. H. Morris, H. O. Pearson; Fourth Ward, John T. Lawrence, J. F. Schroeder, Charles Owins; Fifth Ward, George R. Trant, R. D. Hamilton, L. M. Palmer.
 Fire Department—Chief engineer, F. Wiersdorf; wardens, R. L. Herbert, C. R. Warren, G. S. Bell.
 Board of Police and Fire Commissioners—J. Thompson Baird, mayor, president; L. Aug. Bilisoly, W. C. Corbitt, J. W. Johnson, R. F. Taylor, James O. Shannon.
 Justices of the Peace—Charles R. Nash, John C. Niemeyer, Caleb N. Moody, C. C. Alexander.
 Board of Health—E. L. Lash, president; E. R. Barksdale, M. L. Hunt, E. L. Pollard, R. H. Neville.

CHAPTER XXIII

SKETCHES OF BERKLEY AND OTHER TOWNS AND VILLAGES

BERKLEY—GREAT BRIDGE—PORT NORFOLK AND PINNER'S POINT—WEST NORFOLK—SOUTH NORFOLK—GILMERTON—LAMBERT'S POINT—CHURCHLAND—OCEAN VIEW—WILLOUGH-BY BEACH—NORFOLK-ON-THE-ROADS—DEEP CREEK.

BERKLEY.

The locality of the town of Berkley was first Powder Point and Ferry Point, then the town of Washington, where the County Court was once established. Tradition says George Washington visited the place with a view of locating the national capital there, hence it was christened the town of Washington. Not many years ago it was rechristened in honor of Lycurgus Berkley, a prominent citizen, and the town of Berkley, Virginia, was incorporated by an Act of the Legislature of Virginia, passed March, 1890. At this time the assessed value of property within the corporate limits of the town, was \$845,536. In 1899 the assessed value was \$1,616,236, or an increase of nearly 100 per cent. in nine years.

The limited charter granted in 1890 divided the town into three wards, and provided for its government by ordering the biannual election of 11 councilmen, who in turn elected the town officers,—mayor, sergeant, recorder, etc. No provision, however, was made for the improvement of the town, except by the issue of bonds to the amount of \$10,000, and this had to be authorized by a two-thirds ma-

jority of the voting population, which could never be obtained. Consequently no attempt was made to permanently better the condition of the streets, the town's finances being limited to the amount collected from taxes and licenses, which was barely sufficient for running expenses.

The legislature of 1895-96 passed an amendment to the charter, authorizing the issue and sale of bonds to the amount of \$50,000, at the option of the Council. This was increased in 1897-98 to \$100,000, and at the last session of the Legislature the limit was made \$150,000.

Of the above amount, bonds amounting to \$110,000 have been issued and sold, and \$95,000 has been expended on town improvements, as follows: \$5,000 for improvement of the equipment for fire protection; \$10,000 for purchase of real estate for cemetery and other purposes; \$80,000 for street improvements exclusively, which is evidenced by the widening of Chestnut street at a cost of \$2,841.45 and paving the same with Belgian block—two miles of street graded and macadamized or paved with Belgian block—two and one-half miles of streets curbed, guttered and shelled—

two miles of streets graded and shelled—15,000 square yards of brick sidewalk laid. In this amount is also included the cost of surveying, maps, etc.; also the cost of sewers for carrying off the surface water, etc.

The first bonds issued and sold bear six per cent. interest, and were sold with difficulty, while the last sold realized a handsome premium, notwithstanding the interest was only five per cent.

Berkley, which will be the third city in the galaxy of cities forming the cluster in the arms of the Elizabeth River, and lying in the crotch of the figure V, is going rapidly to the front and is destined to be a place of note.

Berkley is within a few minutes travel by ferry of either Norfolk or Portsmouth, with a number of manufactories, marine railways, public buildings, etc. A new electric street railway, which is liberally patronized, has recently been put into operation, running through the principal streets to the ferry, and another has been proposed.

The public schools are under the direction of Prof. O. L. Kennedy, who is the principal of the high school, and has six assistants. There are enrolled in this school 330 pupils. The South Norfolk school has 140 pupils, and three teachers.

The Ryland Institute is a chartered institution, and its objects are to furnish higher education to young ladies. It is a female boarding school. Rev. A. E. Owen, D. D., is the president and he is assisted by a fine corps of teachers.

Among the textile manufactures that have assisted Berkley in taking rapid strides in the textile industry may be mentioned the underwear factory of the Berkley Knitting Mills, with G. W. Simpson, president, and William L. Baillie, Jr., manager; the Chesapeake Knitting Mills and Elizabeth Knitting Mills, both owned and operated by Foster Black, and the more recently erected Yard & Thread Spinning Mills, operated by the Cotton Seed Oil & Fibre Company, of Philadelphia, the latter mill having been moved from Philadelphia to this

town, where advantages and inducements surpassed those offered by other sections.

The aggregate capital represented by the above-named mills amounts to over three-quarters of a million dollars, and employment is given to over 1,000 people, mostly natives of this section, who are fast becoming as skillful operatives as the labor procured from the older textile industrial sections.

The capacity of the knitting and spinning mills of Berkley will reach between 1,200 and 1,500 dozen of underwear per day, and about 20,000 pounds of yarn are spun daily.

The development of these industries has to a great extent outgrown the industrial population of this section, particularly the female wage-earners, who are always in demand by the various spinning and knitting mills, the greater portion of the labor employed being girls 16 years of age and over.

TOWN OFFICERS.

Mayor—Russell A. McCoy.

Treasurer—C. L. Odd.

Sergeant—W. S. Rudd.

Health Officer—Dr. F. M. Morgan.

Council—M. C. Keeling, president. First Ward, M. C. Keeling, J. H. Jacobs, R. A. Roach, George G. Martin; Second Ward, W. W. Robertson, John Whetstone, William L. Baillie, Jr., C. H. Williams. Third Ward, S. M. Bland, C. W. Parks, J. E. Reed.

Improvement Board—First Ward, G. D. Williams (secretary); Second Ward, A. H. Martin (chairman); Third Ward, J. J. Ottley.

PUBLIC SCHOOLS.

Berkley Graded—Walke avenue, between 5th and 6th streets; O. L. Kennedy, principal.

South Norfolk—Jackson avenue; Miss Lena Wright, principal.

Berkley—Liberty street extended, South Norfolk; George W. Braye, principal.

U. S. POST OFFICE.

Postmaster—George T. Tilley.

BENEVOLENT ORGANIZATIONS.

Berkley Lodge, No. 167, A. F. & A. M.—W. M., W. L. Berkley, Jr.; secretary, J. S. Rodgers.

Middleton Lodge, No. 145, I. O. O. F.—N. G., G. B. Randolph; secretary, Benjamin F. Townsend.

St. Bride's Council, No. 13, Order of Chosen Friend—Secretary, L. Berkley.

Chesapeake Tribe, No. 50, I. O. R. M.—Chief of records, J. E. Cooper.

Lee Lodge, No. 48, K. of P.—C. A. Marwitz, C. C.; W. W. Johnson, V. C.; George T. Wrenn, P. W.; William McK. Woodhouse, M. of W.; Charles Gibbs, K. of R. and S.; W. E. Roach, M. of F.; J. H. Jacobs, M. of E.; Charles Purdie, M. at A.; H. A. Johnson, I. G.; J. L. Piggott, O. G.; W. B. Dougherty, representative to Grand Lodge.

Old Dominion Council, No. 48, Royal Arcanum—Regent, George A. Simmons; secretary, Charles B. Gibbs.

Berkley Lodge, No. 278, B. P. O. E.—Exalted ruler, A. H. Boushell; secretary, W. S. Rudd; treasurer, M. L. Nash.

GREAT BRIDGE.

Great Bridge is located at the head of navigation on the Southern Branch, where the Albemarle & Chesapeake Canal enters the river, and is one of the old-time lively villages. It was the scene of the battle of Great Bridge, and the Daughters of the American Revolution have erected a monument on the bank of the canal in commemoration of the event.

The Albemarle & Chesapeake Canal Company was organized in 1855 under the name of the Great Bridge Lumber & Canal Company, and among the incorporators were the following Norfolk County names: Thomas V. Webb, S. B. Tatem, I. N. Hall, J. Cary Weston. The canals of this company form the connecting links in the waterway from Norfolk to Albemarle Sound. This water-way, starting at Norfolk, is up the Southern Branch of the Elizabeth River to Great Bridge; then through nine miles of canal to North Landing River; then down North Landing River to Currituck Sound; through Currituck Sound to Coinjock Bay; through Coinjock Bay to the second canal of this company five miles in to North River; down this river to Albemarle Sound, making a route about 78 miles long through which vessels drawing as much as eight and a half feet,—with a tonnage of as much as 800 tons, and loaded with as much as 400,000 feet of lumber,—have navigated with perfect safety. There is only one lock, 220 by 40 feet, which enables large rafts of timber to pass through this canal with very little trouble.

Marshall Parks was president from 1855 to

1885; Franklin Weld, from 1885 to 1898, being succeeded by Warren J. Elliott, who is now president. Robert M. Cannon is vice-president and general manager, and D. S. Burwell, secretary and treasurer. The directors are: Robert M. Cannon, John Vermillion, J. H. Chapman, R. StP. Lowry and E. G. Richmond. The Great Bridge in colonial days was a place of considerable commercial importance. The State located a tobacco warehouse there and trade in lumber and grain also flourished. January 29, 1729, the town of Great Bridge was established with the following boundaries: Beginning at the intersection of Center Green Sea Road with the Post Road leading from Norfolk Borough to North West River Bridge; thence running a south course along said Green Sea Road to the line of John Caldwell and Pool's heirs; thence a northwest course along said line to Horse Run Branch; thence a southwest course to Thurmer Hoggard's field (called Truss) to a point from which a direct line may be run a northwest course, along and within five feet of the western end of the house at present the residence of John Hodges, Jr., to the channel of Great Bridge River; thence running up the channel of said river to the confluence (by a cut) of said Horse Run Branch with said river; thence a southeast course to said Green Sea Road at the beginning. Samuel Willis, John Caldwell, William Grimes, Sr., John Jones, John Hodges, Jr., and Edward Hall, Sr., were appointed trustees. They were empowered to make by-laws and regulations for police and the regulations for building houses; to abate nuisances; to improve and repair streets; to levy taxes, not to exceed \$2 on each \$100 value of property; and to appoint a clerk and collector, to keep a record of proceedings. The general law concerning trustees of towns was made applicable to this town. The records of this town are not now in existence and how long it remained a town is not known; but it must have retrograded into a village before many years, for its history as a town is not within the memory of man. The old-time races

at the village gathered great crowds. In 1820, Joseph S. Seguire, Richard Baugh, Cary Weston and Edward Wilson entered their horses for the races. The village is near the great corn-growing region of the county and still holds up as the local mart at the mouth of a great canal.

PORT NORFOLK AND PINNER'S POINT.

Port Norfolk is a new flourishing town upon an ancient foundation. Although it cannot be legally termed a town, if Pinner's Point on the east is added we have a large and flourishing community as the northern suburb of Portsmouth. The great docks and warehouses of the Norfolk & Carolina and Southern railroads and a large fertilizer factory are located at Pinner's Point. A furniture factory, Armour's Cold Storage, and the terminus and warehouses of the Belt Line are at Port Norfolk. The commercial and manufacturing advantages of these localities are among the most favorable on the Elizabeth River. Port Norfolk occupies the old Glebe land of Portsmouth Parish, embracing the 175 acres purchased from Col. William Craford on the 17th day of September, 1761, by the parish, being the same property which he purchased on the 26th day of February, 1734, from John Abbott, of Pasquotank in the province of North Carolina, and Courtney, his wife, and which was devised by the will of Joseph Holloway, dated May 5, 1705, to his daughter-in-law, Mary Courtney. On this old Glebe the first rector of the parish was buried. His tomb was removed to Trinity Churchyard on June 10, 1890, and the inscription reads as follows: "Here lies interred the Rev. Charles Smith, Rector of Portsmouth Parish, who died the 11th of January, 1773, in the 61st year of his age. He officiated as minister upwards of thirty years and his conduct through life was unexceptionable. He was a sincere friend, a most tender husband, an affectionate father, and a humane and good man. He was esteemed and beloved when alive, and died universally la-

mented. In testimony of this tender regard his son-in-law, James Taylor, and daughter, Alice Taylor, have erected this monument."

On the 18th day of December, 1815, the overseers of the poor, pursuant to the Confiscation Act of January, 1802, sold this land at public auction for \$22 per acre to John Thompson, the grandfather of John Thompson Baird, the present mayor of Portsmouth. After the death of Mr. Thompson, it was sold to Col. Levin Gale for \$6,500; and passing through several other hands, it became the property of the Port Norfolk Land Company on July 1st and 11th, 1890. Gen. H. Kyu Douglass, the distinguished Confederate cavalry officer and adjutant general of the State of Maryland, was made president of the company, which laid out the land in lots and began the building up of this beautifully located town which overlooks the waters that floated the "Great Eastern" and now bear the great fleets of ships which come for Pocahontas coal. Confederate War forts were located at Port Norfolk and Pinner's Point. Here the British forces under General Mathews, from the fleet of Sir George Collier, landed on May 9, 1779, and captured Portsmouth and Norfolk.

WEST NORFOLK.

Just across the Western Branch from Port Norfolk is West Norfolk, a town which has had some bitter experiences within the past few years, but which still exists and prospers in spite of its hardships. The chief of these trials were disastrous fires which visited the place on a number of occasions, and in the aggregate destroyed a vast amount of property. Among the losses were some manufacturing industries which have never been rebuilt, and the loss of which is still felt. But the people of West Norfolk are gifted with their share of energy and grit, and the place is rapidly rising from its ashes to take a new and higher place in the galaxy of Norfolk County towns. The industries now there and in operation are the Tilgham barrel factory, the Virginia Cedar

Works and the Eustis Smelting Works, all of which are helping to put the town on its feet again.

SOUTH NORFOLK.

Adjoining Berkley is the thriving community of South Norfolk. A few years ago the site upon which it stands was occupied by individual farms and strawberry fields; but such are the changes wrought in the kaleidoscope of time that this rural aspect has been transformed into one of more urban pretensions. In these few short years South Norfolk has become a lively place with a population of about 2,000, and has really only just commenced to grow.

The land upon which the town is located has been, at different times, laid off into large lots and broad streets and avenues, in which particulars it has somewhat the advantage of its neighbor, Berkley, whose lots are for the most part smaller and whose streets are, many of them, narrower. These advantages have helped to build up South Norfolk, and make it a place of handsome residences.

GILMERTON.

Gilmerton is situated at the junction of the "new cut" of the Dismal Swamp Canal with the Southern Branch of the Elizabeth River, about six miles from Portsmouth. It was named for Gov. Thomas W. Gilmer of Virginia. He was the Secretary of the Navy in President Tyler's Cabinet, and was killed by the explosion of a great gun on the man-of-war "Princeton," February 28, 1844. Gilmerton now has about 700 inhabitants and in the long-forgotten past, the Myrtle Isle Tide Mills, belonging to Dr. William Tatem, were located near-by, furnishing Indian corn meal for the city markets. About the year 1884, the John L. Roper Lumber Company gave it resurrected life by establishing lumber manufactories there. This company has now two planing mills there, with 18 planes and matchers, making an output

of 150,000 feet of dressed lumber per day; two ripping mills with same capacity for ripping rough stock into various sizes; one saw-mill, containing band saw and band re-saw, with capacity of 60,000 feet per day; one mill for the manufacture of white cedar or juniper into telegraph arms, pickets, laths, boat boards, tank plank and shingles, with daily capacity of 40,000 shingles, 30,000 pickets and laths, 25,000 feet of boat boards and tank plank and 2,000 telegraph arms. There is a 50-ton locomotive and 16 cars with tracks connecting with the Norfolk & Western Railway, and a complete system of water works. About 500 hands are constantly employed in these great manufactories, which are located immediately on deep water where the largest vessels can receive cargoes. The locality of the village is delightful and healthful.

Around Gilmerton there were a number of tide mills, besides Tatem's Mill; there were Cocke's Mill, Cook's Mill, New Mill, Willey's Mill and Old Mill.

LAMBERT'S POINT.

Prospectively, the most important of all Norfolk's suburbs, new and old, is Lambert's Point, because here are combined maritime and manufacturing facilities and developments, which have already accelerated immensely the city's growth and which promise to continue to do so still for a long time to come.

Lambert's Point is on the east or left bank of the Elizabeth River, coming in, about two miles nearer the river's mouth than the city. Here the Norfolk & Western Railway established, a few years ago, a coaling station, now grown to be the first in importance on the Southern Atlantic Coast, and with its auxiliaries of piers for general traffic, warehouses and projected grain elevator, etc., an extension of facilities of the port of extraordinary advantage in the development of its commerce.

The depth of the water here is 26 feet, mean low tide; the largest merchant vessels

can come up here to load. Some 2,000 of all classes do come to coal now, during the year, and about 2,000,000 tons of coal are annually shipped from these piers, the product of the Pocahontas (Southwestern Virginia and West Virginia) field.

Beside the coal piers, which are 900 feet long, 30 acres were filled in by the road as a site for warehouses. There are two of these, 705 by 140 feet (aprons not included), for general traffic. Twenty acres more have been set apart for cotton storage, compressing, etc.

Several land companies have enlisted with the Norfolk & Western Railway to promote settlement at this place, and have succeeded in building up a very respectable town. They have improved an area to the north of about 600 acres, and between 200 and 300 residences and stores, all told have been put up, to house and supply the employees of the railroad and other concerns here. The place has many advantages for such a settlement. It drains to the river, is sightly and beautiful, and is accessible by means of an electric street railway to it from the city.

Aside from the piers and the railroad improvements and works, the most important enterprise established at Lambert's Point is the Lambert's Point Knitting Mills. These mills were built and equipped at an expense of \$100,000 by Norfolk capitalists about five years ago and are now employing about 200 hands.

CHURCHLAND.

The village of Churchland, formerly known as Sycamore Hill, is the center of the great trucking district west of the Western Branch in Norfolk County.

It has three churches, four stores, and a Grange hall, which the Masonic and Pythian lodges also use. The Churchland Academy, a flourishing school for higher education, was founded about 28 years ago by Col. A. K. Yancey. A public school is also located in this village.

OCEAN VIEW.

The oldest summer resort in Norfolk County is Ocean View, which has been in existence since the year 1879, when it was established by local capital mostly, and connected with Norfolk by a narrow-gauge steam railroad. In 1895 this road was made standard gauge, and is now operated by electricity.

Ocean View lies on the shore of Chesapeake Bay, almost due north of Norfolk, from which city it is distant about nine miles. The place "enjoys the gifts of nature a situation that extorts from sightseers the most unbounded praise." It is a situation facing the blue waters of the Chesapeake, dotted with sailing vessels and other craft, with Fortress Monroe barely in sight across the water, and the capes of Virginia close at hand.

WILLOUGHBY BEACH.

Within a short period what once appeared to be a valueless spit of land, forming the dividing line between the mighty Chesapeake Bay and her smaller sister, Willoughby Bay, has become one of the most attractive of our pleasure resorts. Willoughby Beach,—for that is the name of this beautiful tract of land,—bids fair to become one of the most popular places on the Atlantic Coast.

The Willoughby Beach Company was organized in 1897, since which time many improvements have been made to the property. A fine hotel has been built. Many cottages have been erected and others are in course of construction. An electric railway runs through the property, and steamers make hourly trips to and from Old Point Comfort.

NORFOLK-ON-THE-ROADS

Is where the great thunder-bolts of war rained during the early days of the Confederate War and on the site of the forts which helped to guard Norfolk and Portsmouth until the evacuation.

A double-track electric railway has been put in operation between Norfolk and Sewell's Point by the Norfolk & Atlantic Terminal Company. The deep-water terminus of the road lies on Hampton Roads, opposite a point between Old Point and Newport News, and not far from the mouth of the Elizabeth River. For some time past active work has been in progress, beautifying the place and converting it into a summer resort which is known as Norfolk-on-the-Roads. Grounds have been laid off and beautified. A large amount of land has been cleared and leveled, and many handsome home-sites sold. The Norfolk County Water Company is extending its mains to the place, thus putting good water within the reach of those who are building cottages there and stimulating others to purchase sites and build homes.

When the new streets, which are now being laid out, have been completed, curbed and graded, Norfolk-on-the-Roads will be one of the most inviting summer resorts in this section.

DEEP CREEK,

One of the last two old-time villages of Norfolk County, is located at the north end of the Dismal Swamp Canal, the first station of the old-time stage line from Portsmouth to Elizabeth City, North Carolina, and formerly the principal mart for the juniper lumber of the great swamp; but the new era has changed the face of things in and around this old place. There are now four or five stores of various sizes, two churches and a Masonic hall; but the old time tavern is gone,—a thing of the past; there were a number of old colonial dwellings in the village, but they too have long ago crumbled to dust and ashes. About two miles distant on New Mill Creek and about two miles from where the creek empties into the Southern Branch of the Elizabeth River still stands an old colonial home which was built in 1744. This date, with the name of the owner, Willis Wilkins, is cut in the bricks over the front door. The house was like many

others visited and pillaged by the British during the Revolution. It is a quaint old building dilapidated by age and rough usage, and is now but a monument of the things that have been in the far long-ago. A view of the home is shown on page 24.

My esteemed friend, James F. Carr, of Gilmerion, writes as follows of the old village of Deep Creek: "You ask me for some of my early recollections of the village of Deep Creek, but when 'I try back' as we would say in the old fox-hunting days I doubt that I can carry the trail. One of my early impressions which is strongly fixed in my mind is the memory of the very large amount of juniper lumber always piled along the banks of the canal near the village. A favorite amusement of 'we boys' would be to get on top of these piles and see how far we could go without touching the ground: as there would be gaps of more or less width, it required good jumping and the fortunate fellow who proved the last to put his feet upon the ground was the hero of the hour. It seemed to me then that we would sometimes go a mile or two upon the shingles, rails, cooper staves and posts. They actually extended to the road collector's office, one-half mile from the village, and in addition to this large quantities of lumber were piled on the west bank, and on the east bank of the canal from the village to the locks, as much more.

"In fact Deep Creek was the main depot for the lumber product of the great Dismal Swamp. While a large quantity went to Suffolk by the Jericho Canal, and some to Gates County, North Carolina, by the Orapeake or Cross Canal, the larger portion found its way by the Dismal Swamp Canal to the village of Deep Creek; from there most of it was shipped to New York and Philadelphia, a number of large coasting schooners being exclusively engaged in this trade. Well do I recollect a number of the captains of these vessels, Waples, Irons, Ellis, Wood and others. They bought the lumber for 'spot cash,' no drafts, nor checks, but Spanish silver tied up in shot-bags,

counted then and there for their cargoes. It was always a gala time for the Deep Creekers when the shingle captains arrived. The counters (men who inspected and counted the lumber) were on hand with the white boys of the village who wanted to make a little money for there was work for all, the boys carrying shingles from the piles to the lighters where the men stowed them. All the lumber had to be lightered to the vessels, as they were too large to enter the canal. The loading of the vessels was turned over to the mates, while the captains enjoyed themselves at the village playing dominoes, 'old sledge,' and other games for drinks. At all times Deep Creek was counted a lively village, frequently visited by some of the older citizens of Norfolk and Portsmouth who enjoyed a quiet game of bluff (never heard of poker in those days) but when the shingle captains were there, there were 'flush times' indeed!

"Of course Deep Creek, like other places where money circulated freely, had its rough element, but it never interfered with the better class, looking to them for employment, and knowing that a pistol in the hands of a gentleman was more dangerous than the fist of a bully; but nearly every Saturday night these fellows would fight among themselves, only using the weapons nature gave them, the battle cry being 'make a ring and fight fair,' and when the bottom man cried 'nough,' the victor got off. On an occasion of this sort the bully of the village, Harrison C., had Jack F. down 'wearing him to a frazzle' but now and again Jack would dodge his head and give Hal the 'best he had.' After getting a stinging one in the eye, Harrison cried out 'D—— it, Jack, are you fending off my lick?' 'Well,' said Jack, 'I'm trying to keep off some of the coarsest of 'em.' The bystanders knowing Jack would die sooner than cry 'nough,' pulled Harrison off.

"On another occasion one of the fighters, Old Zeke C., was at the Major's counter with

a bottle collared, about to pour down a gill of 'nose-paint,' when in walked Siah H. who had been whipped by Old Zeke the Saturday night previous, but Siah had his 'jag on' and thought he would like to try it over with Old Zeke and was blowing around to that effect, when Zeke said 'Haven't I licked you once?' 'Yes.' 'Didn't I do it fair?' 'Yes.' 'Then come up and have a drink, what the devil ye blowing 'bout?' Si accepted,—in fact he never refused, would drink with you in the dark, and never cheat a drop. Old Zeke repeating, grew noisy, kept repeating and grew boisterous until the Major, who was the landlord of the tavern, asked him to calm down. Said Zeke, 'Haven't I paid for my liquor?' 'Yes.' 'Well, here's money for the noise, 'though I made it myself; what the devil ye blowing 'bout?' When at last Zeke left for home his wavy navigation was not a success, but his gravitation was, for as he turned Ferebee's corner the wind blew him down; he managed to get on his hands and knees, crawled to the corner minus his hat and hugging the post looked around and hic-coughed: 'Hic, what the devil ye blowing 'bout?'

"But all such scenes have long ago passed away, and now no shingle captains are seen at Deep Creek and no liquor is sold there, and where the shingles were piled by the millions now are piled the high banks of sand taken from the old dismal swamp Canal, the name of which has been changed to the Lake Drummond Canal & Water Company. Some 50 years ago the various kinds of timber manufactured from the juniper of the great Dismal Swamp was 'hand-made' by the old Virginia darkies owned by the lumber manufacturers or hired by them from other owners.

"Hiring days were held between Christmas and the 1st of January of each year at various places in the county, notably at Deep Creek, Great Bridge and Hargrove's tavern. They were largely attended by the country people. The negroes were put up at auction and hired for one year to the highest bidder, who would give bond for the amount bid with a well-un-

derstood agreement that the negro should be well treated, his rations to be six pounds of pork, one peck of meal and one quart of molasses per week, with sufficient and comfortable clothing and two pairs of shoes for the year. The able-bodied farm hands, wood-cutters, ditchers, etc., would generally hire for about \$100 a year, but a good 'shingle gitter' would bring \$150. The 'shingle gitters' were allowed more liberties than most other slaves. The farmers would require their hands to work from sunrise to sunset, wood dealers would exact as a task six cords of wood per week, while the Dismal Swamp lumber dealer required his hands to pay first their hire which was done even when he owned them, then their store account (nearly all the dealers kept a country store), and the balance was paid the hands in cash. These hands were allowed so much per thousand for 32-inch shingles, so much for 22-inch, so much for 20-inch, so much for fence rails, so much for cooper staves; and I have known an industrious fellow Joe Seguire (negroes generally took their master's names), after paying his hire, store account and other charges, to have a balance in cash of \$150 for six months work. Settling days, July and Christmas, were great times with them; the country store crowded, wives and sweethearts selecting their calico dresses, bright colored head handkerchiefs, shoes, etc., while the 'half-pints' were continually being 'set up' by the men; and the break-downs, music, etc., made scenes hard to describe, but never to be forgotten.

"Among these swamp hands were some odd characters. I recall Old Tom (Weston).—he generally idled fully half of his time about the village stores, yet his swamp account was good and he always had a cash balance due him on settling days. How did he manage it? Well there were generally runaways in the swamp,—negroes who would 'take to ambush' as they called it, without leave from their masters. The Norfolk newspapers of those days would contain small wood-cuts of a darky with a bundle on his back making a clean cut from

his home to the Dismal Swamp 'brum proofs'; these wood-cuts were followed by rewards offered for the capture of the well-described 'sprinters,' but while the swamp was comparatively a safe place for them, and coons and 'possums' could be trapped, they longed for their corn and coffee, and Tom, whose credit was good at the store, would supply them so long as they made shingles for him at half price, and it was whispered that when their shingle account overran their 'grub' bill, Tom would settle in full in a very ingenuous way, 'thusly': They would meet at Tom's camp for the spot cash, and would be rounded up upon the spot by the runaway catchers, who would propose then and there to 'wear Tom to a frazzle' for supplying them with 'grub' and after carefully handcuffing and tying the runaways would actually show Tom a large rawhide, and taking him *out of sight of the runaways* would *whale the bark off of one of the trees*, while Tom cried, 'Oh pray, Master,' and then receive his portion of the reward for the runaways. Another original character was Sancho (Carr),—his business with his partner was to skiff the lumber down the swamp ditches to the landing on the Dismal Swamp Canal. Sancho and 'pard' were generally in the village on the Saturday of every fourth week, and on the Monday liked to linger for another half-pint; on one occasion Sancho told his 'pard' if he was so 'keen' to go to the swamp he could saw the skiff in half and 'go long' and he would 'go long' with the other half when he got good and ready. But on a certain Saturday Sancho, who was a bully with his own color, got too loud and the magistrate warned him to 'dry up' or be tied up, but this magistrate was not long nor far removed from the 'poor white trash' as the negroes called the non-slave holders, consequently Sancho talked back and came out second best by a large majority. The following Monday Sancho was leaving very early with his skiff and when asked why was it 'thusly' sadly replied that he had found out that Deep Creek was too small for two bullies to reign

at the same time and so he was leaving for the swamp. These times and scenes are now in the misty past, and with the coming of the new era, the manner and means of manufactur-

ing the Dismal Swamp timber have entirely changed, and the machinery of great mills make the shingles now, instead of the 'negro hand-made' of the old-time."

CHAPTER XXIV

BANKS, INDUSTRIES, COMMERCIAL INSTITUTIONS, HARBOR GOVERNMENT, AND MASTERS OF ARTS

BANKS OF NORFOLK COUNTY—INDUSTRIES—THE NORFOLK SILK COMPANY—LUMBER MILLS—THE NORFOLK COUNTY FISHERIES—CRAB FISHERIES—OYSTER INDUSTRY—RATES OF WAGES FOR SKILLED LABOR AND CLERICAL WORK—THE BUSINESS MEN'S ASSOCIATIONS—THE BOARD OF TRADE AND BUSINESS MEN'S ASSOCIATION OF NORFOLK—THE PORTSMOUTH BUSINESS MEN'S ASSOCIATION—GOVERNMENT OF NORFOLK AND PORTSMOUTH HARBOR—MASTERS OF ARTS OF THE UNIVERSITY OF VIRGINIA.

THE BANKS OF NORFOLK COUNTY.

The banking power of the county of Norfolk amounts to one-sixth of the total banking power of the whole State of Virginia. Thirteen regularly chartered State and National banks located in Norfolk, Portsmouth and Berkley, afford banking facilities for a population of 100,000. Two of these are National banks, four Savings banks and seven State banks. The combined surplus and undivided profits of these institutions equal eight per cent. of their total capital stock—their deposits aggregating nearly \$9,500,000, with loans of over \$7,750,000.

There have been no serious bank failures for over 15 years, and reports from which the accompanying statement is prepared show them all to be in a healthy and prosperous condition.

The following statement compiled from reports made to the State Auditor by State banks and to the Comptroller of the Currency by National banks shows the condition of the

banks of Norfolk, Portsmouth and Berkley on or about July 1, 1901:

RESOURCES.	
Loans and discounts.....	\$ 7,735,930
Overdrafts	34,684
U. S. Bonds.....	162,800
U. S. Bonds to secure deposits.....	950,000
U. S. Bonds to secure circulation.....	600,000
Other stocks, bonds and securities.....	1,486,724
Due from other banks and bankers.....	1,284,835
Real estate, furniture and fixtures.....	526,086
Checks and other cash items.....	208,495
Specie.....	\$208,942
Legal tenders.....	560,258
Cash not classified.....	6,299
All other resources.....	775,499
	63,291

Total resources.....\$13,888,314

LIABILITIES.	
Capital stock.....	\$ 1,613,038
Surplus fund.....	709,000
Other undivided profits.....	629,706
Circulating notes.....	600,000
Dividends unpaid.....	7,820
Deposits subject to check.....	8,559,493
U. S. deposits.....	993,492
Due to other banks and bankers.....	710,795
All other liabilities.....	155,000

Total liabilities.....\$13,888,314

The following table gives the number of banks in each of the cities named, together with their capital, deposits and total resources:

	No. Banks.	Capital.	Deposits.	Resources.
Norfolk,.....	8	\$1,370,600	\$7,732,995	\$11,673,414
Portsmouth.....	4	212,438	1,580,445	2,024,982
Berkley.....	1	30,000	149,545	183,918
Total.....	13	\$1,613,038	\$9,462,985	\$13,888,314

The exchanges of the Clearing House of Norfolk City amounted to \$57,042,416 on September 30, 1900.

The figures given below represent the principal items of resources and liabilities of the banks in the State, together with those in Norfolk County, arranged by classes:

VIRGINIA.

	No.	Loans.	Capital.	Deposits.	Surplus.	Undivided Profits.
Nat'l Banks.	47	\$23,642,332	\$5,334,480	\$28,264,750	\$1,913,197	\$2,180,367
State	111	25,583,145	6,491,550	25,491,027	1,822,463	1,731,653
Private	27	1,083,000	321,600	1,298,000	46,173	52,500
Total.	185	\$50,308,777	\$12,069,580	\$53,053,777	\$3,781,833	\$4,264,620

NORFOLK CO.

Nat'l Banks.	2	\$1,993,000	\$900,000	\$2,961,136	\$250,000	\$182,235
State	7	4,738,416	841,500	5,145,157	444,000	307,426
Savings	4	1,039,188	171,538	1,356,692	15,000	140,045
Total.	13	\$7,770,613	\$1,613,038	\$9,462,985	\$709,000	\$629,706

A comparison of the figures for Norfolk County with those of the State in the foregoing table will indicate how large a proportion of the business transactions of the State of Virginia is handled by these 13 banks. Representing only about seven per cent. of the total number of banks, they have almost 18 per cent. of the total deposits, more than 15 per cent. of the whole amount of loans and about 13 1-3 per cent. of the total capital. Their surplus and undivided profits is about 83 per cent. of their capital, while the ratio for the whole State is about 63 2-3 per cent.

Five National banks have been organized in the city of Norfolk, only two of which are

now (November 1, 1901) in existence,—two having been closed by the Comptroller of the Currency and one going into voluntary liquidation.

The first bank organized in the State under the National banking system was the First National Bank of Norfolk (No. 271), which was authorized to begin business February 23, 1864, with a capital stock of \$100,000. The president was Calvin L. Cole; cashier, W. G. Taylor. It failed June 3, 1874, and its affairs were settled by a receiver appointed by the Comptroller of the Currency, its creditors realizing 57½ per cent.

The People's National Bank of Norfolk was organized August 31, 1870, with a capital stock of \$100,000, its first officers being J. C. Deming, president, and William S. Wilkinson, cashier. After doing business over eight years, it was permitted by the Comptroller to liquidate its affairs, and it ceased to exist as a National bank on July 31, 1878.

The Exchange National Bank of Norfolk was organized May 13, 1865, with a capital stock of \$100,000, and later increased it to \$200,000, with a surplus of \$150,000. It was one of the largest banking institutions in the State of Virginia and its failure April 9, 1885, was for a time a severe blow to Norfolk, several smaller banking houses being directly or indirectly affected by the closing of its doors, and two of such banks, together with a number of business houses, were forced to suspend business.

The Comptroller of the Currency (at that time Hon. W. L. Trenholm) selected William H. Peters as receiver, and upon him devolved the difficult and arduous duty of winding up the affairs of this bank, and so efficiently did he administer his trust that the depositors realized 72 per cent. upon the payment of the final dividend, a few years since, the claims proved against the bank aggregating nearly \$3,000,000.

The following is a list of the banks in Norfolk County, with their capital, date of organization and names of officers:

- NORFOLK.		
NAME.	BANK OFFICERS.	CAPITAL.
City National Bank (1892)	A. E. Krise, President, John L. Roper, Vice-President, B. W. Leigh, Cashier.	\$200,000
Norfolk National Bank (1885)	Caldwell Hardy, President, C. W. Grandy, Vice-President, A. B. Schwarzkopf, Cashier, W. A. Godwin, Assistant Cashier.	400,000
Bank of Commerce (1887)	Nathaniel Beaman, President, R. P. Voight, Vice-President, Hugh M. Kerr, Cashier, M. C. Ferebee, Assistant Cashier.	200,000
Citizens' Bank (1867)	Walter H. Doyle, President, Tench F. Titghman, Cashier, J. W. Perry, Vice-President.	300,000
Marine Bank (1872)	Walter H. Taylor, President, R. C. Taylor, Jr., Cashier, G. R. Atkinson, Jr., Assistant Cashier.	110,000
Merchants' & Mechan- ics' Savings Bank (1851)	W. H. Wales, Jr., President, W. S. Spratley, Vice-President, John E. Wales, Cashier.	25,000
Norfolk Bank for Savings & Trust (1893)	Caldwell Hardy, President, C. W. Grandy, Vice-President, W. W. Vicar, Cashier.	100,000
Savings Bank of Norfolk. (1886)	George W. Dey, President, Geo. Chamberlain, Cashier.	30,000
Atlantic Trust & Security Co. (Private) (1895)	J. W. Perry, President.	

PORTSMOUTH.

NAME.	BANK OFFICERS.	CAPITAL.
Merchants' & Farmers' Bank (1885)	John T. Griffin, President, J. H. Toomer, Cashier, W. G. Maupin, Jr., Assistant Cashier.	\$ 51,500
Bank of Portsmouth (1867)	Leph R. Watts, President, J. L. Bilisoly, Cashier, S. D. Maupin, Assistant Cashier.	100,000
Peoples' Bank (1893)	Franklin D. Gill, President, Alexander B. Butt, Cashier.	50,000
Dime Savings Bank (1901)	T. J. Wool, President, John H. Downing, Cashier.	25,000

BERKLEY.

NAME.	BANK OFFICERS.	CAPITAL.
Merchants' & Planters' Bank. (1899)	Alvah H. Martin, President, W. L. Berkley, Vice-President, George T. Tilley, Cashier.	30,000
Berkley Peoples' Bank* (1901).	Foster Black, President, Joseph A. Wallace, Vice-President, William B. Dougherty, Cashier.	30,000

INDUSTRIES.

The development of the commercial and industrial institutions of the two cities and the town of Berkley has been phenomenal in the last decade.

There are two large and successful breweries, six bottling works, two grain mills, two crosoting plants, seven peanut-cleaning establishments, three paper-box factories, three

book-binderies, nine factories for making barrels, boxes and crates for trucks and fruits, five ice factories, two cotton compresses, eight cotton-knitting mills, 10 fertilizer factories, one manufactory of silver-plated ware, carriage and harness factories, agricultural implement works, foundries, machine shops, shipyards, marine railways, cigar and candy factories, grain elevators, 18 saw and planing mills, two furniture factories, one peanut oil and fibre works, one shirt and overall factory, the government shipyard, the largest coaling station in the world, several sash, door and blind factories, six brick plants, one fence factory, one trunk factory, one hat factory, three electrical supply works, three steam laundries, one lightning rod factory, one silk factory, and the fisheries and oyster industry. Some idea of their inception and progress may be obtained from the following details:

THE NORFOLK SILK COMPANY.

According to late statistics, there are 865 silk manufacturing establishments in the United States, and Norfolk County enjoys the distinction of having one of them within her borders. It is a comparatively new enterprise for this section, and indeed is one of the pioneer mills of the kind in the South. The Norfolk Silk Company owns and operates the plant, which is located at Lambert's Point. The company was very unfortunate in the start, having had its building about half destroyed by fire just before the looms were ready for installation, but the old saying that a poor beginning makes a good ending bids fair to be verified in this instance. The mill is now equipped with nearly 150 looms, and is capable of producing upwards of 20,000 yards of silk per week.

America is a silk manufacturing country, but not silk producing, and the raw materials have to be imported. When this material arrives here it is mostly soiled, matted and glutinous, and the preparation of it for the loom requires careful and laborious attention. First

*This bank was organized in July, 1901; as the bank statements preceding this list of the banking institutions of the county were to date of July 1, 1901, the statement of the Berkley People's Bank was not included.

of all the raw silk must be carefully assorted, and then soaked to remove the glutin and other impurities. After having been dried, it is spun, wound and doubled, if for tram or filling. If for organzine or warp, after winding it must be spun twice, first with 14 turns to the right and then with 16 turns to the left. Then this thread must be doubled and redoubled as many times as may be necessary to give the desired weight to the goods, after which each of these augmented threads is spun again to give it greater strength, and reeled to put back into skein form for dyeing. After the dyeing comes another winding, and then a stringing or pulling to soften and polish the threads that have become roughened by these various processes. When the organzine thus prepared has been made into warp on warping mills, it is deftly twisted into the loom harness for weaving. But before the weaving begins, every particle of this warp must be carefully inspected or picked (as it is called). This process requires great skill and is accomplished by an extremely delicate little instrument which is used by the operator of the loom. When the weaving is completed the goods are calendered by passing over hot metal cylinders, and it is in this process that the moire or watered effects are produced.

The experiment of manufacturing silk goods in Norfolk County has so far proven very successful, and the product has already won a high standing in the market. It will no doubt lead to the establishment of other factories of the same character, and then we have to look into the future only a few years to see this section as noted for its silks goods as it is today for its cotton fabrics.

LUMBER MILLS.

There are handled here about 1,000,000,000 feet of lumber a year. The lumber mills employ about 5,000 men; their pay-rolls aggregate \$150,000 per month, or nearly \$2,000,000 annually. These mills require thousands of dollars worth of provisions for their men, and

many more thousands of dollars worth of hay and feed for the great number of cattle employed in hauling timber and logs out of the forest. This, together with a large amount paid out for chains, axes, ropes and other supplies needed in this work, places the lumber interests, in this immediate locality, very far ahead in the line of home profit and production of any other branch of business enterprise in our midst; and it is growing larger and larger every year in order to supply the increasing demand from all parts of this great country for Southern pine lumber.

THE NORFOLK COUNTY FISHERIES

Have for years been of great importance, as the ocean each year sends in its finny wealth in an unfailing supply, and the varieties differ according to the season.

The fish run mainly in nine months. In March, April, May and June the prevailing fish are shad, croaker, trout and gray trout. In July and August the schools of Spanish mackerel, bluefish and spots are abundant and in prime condition. In September, October and November the fish that are abundant are salmon trout, gray trout, spots and rockfish.

The local fisheries are mainly at Virginia Beach, Ocean View and in the James River. There are six fisheries (deep sea) at Virginia Beach,—these employ about 100 to 120 men and about 15 boats. Ocean View has about 10 fisheries, employing about 200 men and 30 boats. The Ocean View fish are mainly sold in Norfolk, Portsmouth and Berkley for local consumption. The James River has hundreds of small fisheries on either shore, and this noted stream has a great wealth of fish, oysters and crabs. Buckroe Beach is the site of many fisheries that make a large annual catch.

These, and other fisheries, contribute heavily to swell Norfolk County's annual volume of trade, and packers ship them to all the important points east of the Mississippi River.

The waters of the Norfolk County section produce not only the species of fish above:

noted, but to a more limited extent, pompano, sheepshead, black bass, white and sun perch, Southern white and horned chub, mullet, carp, pike, suckers, flat-back gar, hogfish, whitesides and eels. Eels are caught in abundance from the wharves of the cities by small boys, but they are not much esteemed locally, on account of the abundance of other more prized food fishes.

CRAB FISHERIES.

The crab is "one of the oldest inhabitants" of the Norfolk County section, and is abundant. The hard-shells furnish a large portion of the food supply of many families along Tidewater and also support a number of "crab factories," where the meats are removed from the shells and packed for shipment to Northern markets. In many instances the shells are shipped also, and the meats and shells unite again as "deviled crabs" in the high-class restaurants, cafes and hotels of the North and West.

The soft crabs, or "peelers" (crabs about to cast off their shells), are packed in boxes and sent to Northern markets, where they bring fair prices.

The hard crabs sell for a few cents. Deviled crabs are hawked about the streets of the cities of the county at a nickel each.

OYSTER INDUSTRY.

For many years Norfolk County has been one of the principal seats of the great oyster industry of the Atlantic Coast and her bivalves have acquired a well-deserved fame in the great markets of the country.

Most of the oysters handled at this port are "tonged," that is, picked up from the rocky bottoms by means of tongs that resemble garden rakes fastened together like the two arms of a pair of fire tongs. They have handles about 12 to 30 feet long, enabling the "tonger" to work in water of that depth. The last legislature, however, so amended the oyster laws

that dredging is permitted when the special consent of the State Board of Fisheries is obtained.

All Norfolk County oysters enjoy a good reputation, but the greatest prestige attaches to the celebrated "Lynnhaven" oysters. These come from Lynnhaven Bay, just inside of Cape Henry, in Princess Anne County, formerly included in Lower Norfolk County. The supply of "Lynnhaven" is limited and the price is always high. They are shipped away in the shell for high-class restaurant and hotel trade, and figure on the bill of fare at Delmonico's and other places of a similarly high character.

The great bulk of oysters brought to Norfolk and Portsmouth are "shucked" here and shipped in barrels or pails (iced) to all the principal cities east of the Mississippi and some even go to parts farther west.

As one goes out in Norfolk and Portsmouth harbor, he sees many small boats from which colored men are poking long tongs down into the water, then drawing them up to dump their muddy load on the boat's bottom. When a load is obtained, they are culled to meet the requirements of the law. The law as amended at the last session of the State Legislature and applying to all public rocks, with certain limited exceptions, prescribes that all oysters less than three inches in length from hinge to mouth must be thrown back on the oyster rocks to grow to greater size.

When the small boat is loaded, the men pull up to their sloop near-by and there deposit their oysters until the sloop is loaded and sails to Norfolk or Portsmouth, where its cargo is disposed of to one of the many packers ready to buy for cash. In some cases the packers have sloops out on the oyster grounds and buy the oysters from the "tongers." The "tongers" are, as a rule, colored men, and they make on an average \$2 to \$4 a day during the oyster season, that lasts from September 1st to April 25th.

When the oysters reach the packing house, they go to the "shuckers," who deftly open the shells and drop the oysters into receptacles

provided for them. An expert "shucker" will open about 30 bushels per day. He receives for his work 20 cents per gallon of meats.

As the oysters are shucked, the meats are put up in barrels, tubs, pails and cans, for shipment. The oyster industry probably supports many thousand people in Norfolk County.

The oyster packers are also, as a rule, oyster farmers and they control a large acreage under water, that is leased from the State of Virginia, at an annual rental of \$1 per acre. These lands so leased are submerged lands with a good firm surface, suitable for the cultivation of oysters and do not (in theory) embrace natural oyster rocks.

The planter secures his seed oysters from the James River which, since other seed beds have nearly all been destroyed, has become the seed bed to which planters all along the Atlantic Coast resort for young oysters.

Previously to planting his seed, the oyster man has prepared his planting ground (if it is not all ready in condition) by scattering over it many boat-loads of rocks or old oyster shells. These are essential, for the "spat" of the oysters needs these as bases on which to cling. The oysters then grow rapidly and are ready for the market at the age of three years. At the age of one year the oyster is about one inch in size, two inches at two years, and three inches or over at three years. These are shell measurements.

To guard its interests in the natural oyster rocks, which are the property of the Commonwealth, the State maintains an "oyster navy," consisting of two small gunboats and one sloop. The gunboat "Chesapeake" is manned by 10 to 12 men and is equipped with a large stand of Winchesters and other guns. The gunboat "Accomack" has about as many men and is similarly equipped. The sloop is also an important part of the fleet.

These vessels are constantly on the oyster beds on the lookout for oyster thieves who, some years ago, were a great pest. Within the past few years, however, the vigilance and activity of the fleet have tended to make the

stealing of oysters from the public grounds both dangerous and unprofitable.

When a poacher is discovered, there follows a lively chase and he is usually overhauled, but sometimes the poachers reach the shore, abandon their boats and escape. When they are captured, summary justice is meted out to them, usually a fine and sometimes a fine and imprisonment and confiscation of their boats and outfits.

RATES OF WAGES FOR SKILLED LABOR AND CLERICAL WORK.

The wages paid in Norfolk County for the different kinds of skilled labor and clerical work, according to figures prepared for the years 1900, are fair and proportionate to the expenses for board, clothing, house rents, fuel, etc. The following are some of the customary rates classified:

Bakers—\$8.12 per week of 60 hours.
 Binders—\$9.15 per week.
 Bricklayers—\$4 per day of 8 hours.
 Blacksmiths—\$2.50 to \$3.00 per day.
 Carpenters—\$2 to \$2.70 per day of 9 hours.
 Cooks, hotel—\$25 to \$150 per month.
 Cooks, private—\$7 to \$10 per month.
 Bookkeepers—\$40 to \$100 per month.
 Factory hands—\$3 to \$9 per week.
 Freestone cutters—\$3.50 per day of 8 hours.
 Granite cutters—\$3 per day of 8 hours.
 Hod carriers—\$1.50 per day of 8 hours.
 Hotel waiters—\$12 to \$25 per month.
 House servants—\$6 to \$10 per month.
 Hostlers—\$16 to \$35 per month.
 Laborers—\$1 to \$1.50 per day of 8 hours.
 Lathers—\$2 per thousand.
 Longshoremen—\$1.50 to \$2 per day of 8 hours.
 Motormen—15 cents per hour.
 Masons—\$24 to \$30 per week.
 Molders—\$10 to \$15 per week.
 Nurses—\$7 to \$12 per month.
 Printers:
 Machine—\$17 per week of 8 hours.
 Book and job—\$15 per week of 9 hours.
 Pressmen—\$12 to \$18 per week.
 Painters—\$10 to \$15 per week.
 Plumbers—\$12 to \$15 per week.
 Stationary engineers—\$9 to \$15 per week.
 Sewing women—\$2.50 to \$4 per week.
 Salesmen—\$35 to \$100 per month.
 Saleswomen—\$12 to \$20 per month.
 Street car conductors—15 cents per hour.
 Stonemasons—\$3.50 per day of 8 hours.
 Tailors—\$12 to \$18 per week.

Tinners—\$12 to \$18 per week.
Truck drivers—\$5 to \$8 per week.

THE BUSINESS MEN'S ASSOCIATIONS

Were organized to promote the business interests of the cities by drawing capital to them and encouraging the location of mercantile and manufacturing concerns in them, to direct attention to their advantages, and particularly to engender a more general and social intercourse amongst gentlemen of all branches of legitimate business residing in the cities and vicinity.

The Chamber of Commerce of Norfolk was organized in 1801, reorganized in 1888, and is, therefore, one of the oldest commercial bodies of the country. Those two dates, those of its institution and reinstitution, are engraved on its seal. It is a coincidence that each marks an era of prosperity in the history of Norfolk.

It is not, however, for its age only that this body is distinguished. It is useful and influential as well. The Chamber has representatives of all industries and interests, financial, mechanical, and professional, of the city.

It is, therefore, the special guardian of the city's commercial interests, and the forum, so to speak, for its merchants of all sorts. It is still serviceable in that particular, although with the organization of other public bodies it confines itself to its own special field. At the same time it is concerned, in the broadest sense, with the development of the industrial and manufacturing interests of the South.

On April 29, 1890, the Business Men's Association of Norfolk was incorporated with the following gentlemen as incorporators: E. M. Henry, Barton Myers, Samuel Hodges, Walter Sharp, W. Thompson Barron, N. Burruss, S. L. Foster, N. P. Gatling, C. A. Nash, Michael Glennan, W. S. Franklin, V. D. Groner, Kenton C. Murray, H. Hodges, James W. McCarrick, William N. Portlock, H. G. Williams, William Pannill, Alfred P. Thom and R. B. Cooke. The officers for the first year were: President, E. M. Henry; 1st vice-president,

Barton Myers; 2nd vice-president Samuel Hodges; secretary, Walter Sharp; treasurer, W. Thompson Barron.

THE BOARD OF TRADE AND BUSINESS MEN'S ASSOCIATION OF NORFOLK.

The Association, under the able management of its officers, continued to flourish until February 10, 1898, when the Chamber of Commerce, Merchants' and Manufacturers' Exchange and Wholesale Grocers' Association amalgamated with it under the title of "The Board of Trade and Business Men's Association of Norfolk, Virginia."

The officers from its organization have been:

ELECTED.	PRESIDENTS.	RETIRED.
April 9, 1890.	E. M. Henry,	January 30, 1896
January 30, 1896,	T. M. Wilcox,	January 13, 1898
January 13, 1898,	H. Hodges,	January 10, 1899
January 10, 1899,	R. H. Jones,	January 9, 1900
January 9, 1900,	H. C. Hudgins.	

1st. VICE PRESIDENTS.

April 16, 1890,	Barton Myers,	January 12, 1892
January 12, 1892,	R. B. Cooke,	January 10, 1893
January 10, 1893,	H. Hodges,	January 30, 1896
January 30, 1896,	Walter Sharp,	January 12, 1897
January 12, 1897,	E. E. Dawes,	January 13, 1898
January 13, 1898,	H. S. Herman,	January 10, 1899
January 10, 1899,	H. C. Hudgins,	January 9, 1900
January 9, 1900,	W. H. Wales.	

2d. VICE PRESIDENTS.

April 16, 1890,	Samuel Hodges,	January 10, 1891
January 10, 1891,	R. B. Cooke,	January 12, 1892
January 12, 1892,	Walter Sharp,	January 22, 1895
January 22, 1895,	S. L. Foster,	January 30, 1896
January 30, 1896,	E. E. Dawes,	January 12, 1897
January 12, 1897,	D. McCormick,	January 13, 1898
January 13, 1898,	B. L. Christian,	January 10, 1899
January 10, 1899,	W. H. Wales,	January 9, 1900
January 9, 1900,	C. W. Fentress.	

SECRETARIES.

April 9, 1890,	Walter Sharp,	Nov'ber 7, 1890
Nov'ber 7, 1890,	C. Pickett, (Died)	March 25, 1899
March 25, 1899,	E. E. Dawes.	

TREASURER.

April 9, 1890,	W. T. Barron,	January 8, 1900
January 9, 1900,	R. M. Wilkinson.	

STATISTICIAN.

May 1, 1898,	E. E. Dawes.	
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THE PORTSMOUTH BUSINESS MEN'S ASSOCIATION

Was incorporated December 12, 1901, with the following officers: President, T. J. Wool; treasurer, J. H. Downing; secretary, I. T. Van Patten; vice-presidents,—Alexander B. Butt, A. L. Dashiell, A. H. Lindsay, Jr., G. Hatton. John L. Watson; board of directors.—Franklin D. Gill, W. A. Jenkins, Charles G. Hume, Frank Lindsay, John C. Emmerson, E. L. Lash, P. C. Trugien O. L. Williams, B. I. Hofheimer, M. P. Claud, R. S. Mackan.

GOVERNMENT OF NORFOLK AND PORTSMOUTH HARBOR.

Board of Harbor Commissioners:—Richard A. Dobie, president; Walter H. Doyle, treasurer; J. M. Hudgins, secretary; Wyndham R. Mayo, Joseph A. Parker, John L. Thomas, Henry Kirn, Dr. G. N. Halstead; committee on harbor police, Wyndham R. Mayo, Henry Kirn and John L. Thomas; committee on docks and wharves, Joseph A. Parker, Dr. G. N. Halstead and Wyndham R. Mayo; committee on port warden lines, Walter H. Doyle, Joseph A. Parker and Dr. G. N. Halstead. The president is, *ex-officio*, a member of each of the standing committees. W. T. Brooks is engineer of the board.

The harbor masters are: William W. Bain, J. M. Berkley and C. E. Yeatman. They are charged with general and specific duties as defined in the rules, regulations and orders of the commissioners, which have been, or may be from time to time, promulgated.

Their jurisdiction is concurrent over the harbor of Norfolk and Portsmouth. They are vested with authority to designate the anchorage grounds of all vessels, and are required to keep the channel-way and track of steamers clear.

It is their duty to berth vessels at appropriate wharves and dock; and, when called upon by the proprietor or occupant of any wharf or dock, to change the berth of any ves-

sel lying at such occupant's premises, it is made their duty to move such vessel to some other wharf, or to a safe anchorage in the stream.

They are charged with the execution of the police regulations which have been, or may hereafter be adopted for the better government of the harbor, and will report all delinquents and offenders to the committee on harbor police.

The practice of boarding vessels below, or on their arrival in, the harbor is no longer deemed necessary, and the harbor masters have been relieved of this duty, but they are required to see that the regulations forbidding vessels from anchoring in the channel-way, or in the track of steamers, is strictly observed.

They are entitled to receive as compensation, fees, as follows, viz: Three dollars per month from each steamer (except those trading through the canals, ferry-boats and tugs) that runs regularly to the port, and from all transient vessels arriving from, or destined to, any foreign port as follows:

Schooners and brigs.....	\$3.00
Barks	4.00
Ships	5.00
Steamships	5.00

They are also entitled to receive from all vessels in the coasting trade, arriving here, whose length over all is 75 feet and upwards, a fee of \$3, to be paid only once in a twelve-month. The harbor masters are required to keep a register of all such coasting vessels for reference and for examination by the commissioners.

They are required to see that the regulations of the United States government, requiring fog horns to be blown, or ships' bells rung, by all vessels anchored within the harbor during the prevalence of fog, are strictly conformed to, and they are required to report all delinquents to the committee on harbor police.

MASTERS OF ARTS OF THE UNIVERSITY OF VIRGINIA.

The degree of Master of Arts of the Uni-

versity of Virginia was first awarded in 1832, the recipient being George N. Johnson, of Richmond, Virginia. Between 1832 and 1900, including the session of 1899-1900, there have been 343 Masters. Omitting five years, 1862-1866 inclusive, during which the degree was not conferred, the average number a session has been about five. The number prior to 1861 and between 1867 and 1894 was less than the average, while the average number for the last seven years has been about 10. Of the 343 Masters of Arts, 287 have been from Virginia. The counties best represented have been Albemarle (56), Henrico (40), Norfolk (20), Louisa (11), Loudoun (11). Of the remaining 56 Masters of Arts, representing 15 States, South Carolina has 11 and Maryland 10.

The following is a list of citizens of Norfolk County, who have taken the M. A. degree at the University:

William R. Galt, Norfolk.....	1842
Crawford H. Toy, Norfolk.....	1856
Dr. Douglass C. Cannon, Norfolk.....	1859
Richard Walke, Norfolk.....	1860
Richard B. Tunstall, Norfolk.....	1868
Robert M. Hughes, Norfolk.....	1877
Kenneth A. Bain, Portsmouth.....	1882
John B. Jenkins, Norfolk.....	1882

Walter D. Toy, Norfolk.....	1882
George McK. Bain, Portsmouth.....	1883
Minton W. Talbot, Norfolk.....	1889
Mallory K. Cannon, Norfolk.....	1892
William W. Old, Jr.....	1894
H. St. George Tucker, Norfolk.....	1895
G. Winston Parrish, Portsmouth.....	1896
Robert A. Stewart, Portsmouth.....	1898
Everett O. Eastwood, Portsmouth.....	1899
James W. Hunter, Jr.....	1899
Morris P. Tilley, Berkley.....	1899
Robert B. Tunstall, Norfolk.....	1899
Littleton T. Walke, Norfolk.....	1899

Princess Anne County has to her credit two Master of Arts degrees. Cincinnatus Morris took the degree about 1857, and Captain William W. Old, then a resident of Princess Anne, but now of Norfolk, took it in 1861. All the degrees of M. A. credited to Norfolk County go to the account of the cities of Norfolk and Portsmouth and the town of Berkley.

The degree of Doctor of Philosophy of the University of Virginia was first offered to students who proposed to devote their energies to special study and research in some of the various departments of letters or science in the catalogue for 1880-81. This degree was awarded Robert A. Stewart of Portsmouth, Virginia, June 12, 1901.

CHAPTER XXV

THE UNITED STATES NAVY YARD

ADVANTAGES OF ITS SITUATION—VIRGINIA OWNERSHIP—GOSPORT NAVY YARD—PURCHASES OF LAND FOR THE NAVY YARD—CONSTRUCTION OF THE STONE DRY DOCK—IMPROVEMENT OF THE NAVY YARD.

The greatest public institution in Norfolk County is the United States Navy Yard, located on the west side of the Southern Branch of the Elizabeth River; on the south and partly within the limits of the city of Portsmouth. It is about three-fourths of a mile from High street and the ferry wharf. The main entrance is by an arched way through a large building extending from the river to the yard of the Admiral's residence. On the right of the entrance is the marine guard-room, on the left the labor board's quarters and the watchmen's room. This Navy Yard is one of the oldest, the best located geographically in the United States, and is excellently equipped for constructing, fitting out and repairing men-of-war of all classes. It is located near enough to the Virginia capes to be easily accessible, for Hampton Roads carries the ocean up to its very wharves, and at the same time it is in a position readily defended from attacks either by water or land. Fortress Monroe and Fort Wool are the grim barriers which guard it from foreign foes and the benign effects of the Gulf Stream keep away ice blockades, which have only occurred twice in two centuries. The mildness of the climate allows work of all sorts to be carried on at all seasons of the year without interruption. It is in every aspect the finest location for a great naval station on the

Atlantic Coast. The products of the great Pocahontas coal mines are unloaded from cars within its walls, and coal is the life of the great iron battleships, which are necessary to protect our coasts and the great Chesapeake Bay with its navigable rivers penetrating into the very heart of some of the richest States in the Union, one of them, the Potomac, leading from its magnificent capital. England first established a marine-yard on the site of our Navy Yard, but the Virginians took charge of it on the departure of Lord Dunmore and used it with varied fortunes until it became the United States Navy Yard at Gosport. The name Gosport was doubtless taken from Gosport, near Portsmouth, England, where one of the most important of the British dockyards is located. There is a tradition that this place had been used for some time, before the establishment of the marine yard by the British, as a careening-ground for their ships. A letter written in 1824 by Miles King, Esq., United States navy agent, states that scarcely had the British government commenced its work for the completion of the naval establishment, when the Revolution began, and the yard, together with the adjoining property of Andrew Sprowle, the British navy agent, became confiscated and forfeited to the State of Virginia.

Virginia immediately commenced prepara-

tions for establishing a navy and vigorous measures were adopted to that end. In October, 1776, the Virginia Convention passed an ordinance for building a navy and directed the commissioners of the navy to provide material for two 32-gun frigates and four galleys, also to enlist sailors to serve on the fleet three years from March 1, 1777.

In March, 1777, Thomas Talbot entered into a contract with Paul Loyall and David Stoddard, commissioners of the Continental shipyard, located at Gosport, near Portsmouth (on the site of the present Navy Yard), to furnish timbers for the frame of a frigate to be built by the Continental Congress. The contract price was £1,000 (\$3,333.33), and it was estimated at the outset by the experts that it would require 200 oak trees and 120 pine trees. The following are the dimensions of the timbers furnished and give some indication of the size and character of this frigate (or cruiser) of that era:

For Keel and Keelson, 324 feet.
 Stem and Linding, 100 feet.
 Stern Post, Quarter Pieces, Logs and Knee, 120 feet.
 73 Floor Timbers, 18 ft. long each.
 226 Lower Futtocks, 15 ft. long each.
 113 Fair of Timbers of a side, middle and upper
 Futtocks and Top Timbers—containing 53 ft. in each
 Fair.
 67 Large Beams, 34 ft. each.
 208, Knees for Do.
 30 Beams for Quarter Deck, 30 ft. each.
 120 Knees for same.
 13 Hooks, 20 ft. each.
 For Bends, 1,500 feet.
 Water ways.
 Rudder and Counter Timbers.
 Head Stock and 6 Knees.
 Pieces for Ribbons.

In the fourth volume of the Virginia Historical Register there is given a brief account of the invasion of Virginia by Sir George Collier and General Mathews, in May, 1779, copied from a volume published in England, entitled a "Detail of some particular services performed in America during the years 1776, 1777, 1778 and 1779" supposed to be chiefly taken from a journal kept on board the ship "Rainbow," commanded by Sir George Col-

lier. After giving a detailed description of the attack and capture of the American fortifications and the dispersion of the Virginian flotilla, the account goes on to say: "The town of Portsmouth, within half a mile of the fort, was taken possession of at the same time. Norfolk of the opposite shore, and Gosport, where the rebels had fixed a capital marine-yard for building ships, were all abandoned at the same time by the enemy, and the men-of-war moved up into the harbor, where they moored. The enemy, previous to their flight, set fire to a fine ship of war of 28 guns, ready for launching, belonging to Congress; and also two large French merchantmen, one of which was loaded with bale goods and the other with a thousand hogsheads of bacon. The quantity of naval stores of all kinds found in their arsenals was astonishing. Many vessels for war were taken on the stocks in different forwardness; one of 36 guns; one of 18 guns; three of 16 guns; and three of 14 guns, besides many merchantmen. The whole number taken, burnt and destroyed while the King's ships were in the river amounted to 137 sail of vessels. A most distressing stroke to the rebels, even without other losses. Many of the privateers and other vessels fled up the different branches of the river, but as there was no outlet the Commodore either captured or destroyed them all. * * * General Mathews having made application to the Commodore that the troops might be re-embarked on the 24th of May, in order to return to New York, Sir George endeavored to dissuade that measure being carried into execution till the return of the express he had sent to the commander-in-chief of the army, to whom he had wrote in very strong terms, pointing out the infinite consequences it would be to the King's service, the keeping possession of Portsmouth, as the doing so would distress the rebels exceedingly, from their water communication by the Chesapeake being totally stopped, and by which Washington's army was supplied with provisions, and an end put to their foreign trade; that the natural strength of the place

was singularly great, both by sea and land, and might be maintained with a small force against a very superior one; that the marine-yard was the most considerable one in America, and the quantity of seasoned oak timber there for ship-building very large; which, as well as a vast deal of other stores, could not be embarked then for want of vessels, but might be sent by degrees to England, where it was much wanted.

* * * General Mathews, however, conceiving himself tied down to the letter of his instructions, did not care to recede, and preparations were therefore made for abandoning this valuable settlement. As many of the naval stores as could be carried away were shipped off, but great quantities were unavoidably left behind and set on fire. The conflagration in the night appeared grand beyond description, though the sight was a *melancholy* one. Five thousand loads of fine seasoned oak-knees for ship-building, an infinite quantity of plank, masts, cordage, and numbers of beautiful ships-of-war on the stocks, were at one time in a blaze and all totally consumed, not a vestige remaining but the ironwork that such things had been." The account from which the above is quoted states that on the day following that on which the squadron got to sea, they were rejoined by the express-boat, which had been sent by Sir Henry Clinton, and which brought his answer, "Now of no consequence, as the evacuation of Portsmouth had taken place—a fatal and unfortunate measure, *universally regretted* by all who were acquainted with its importance, and the advantages which would have resulted to Great Britain from its being in possession of the King's troops."

The letter of Sir George Collier, above referred to, was published in the *Westminster Magazine* of June 17, 1779, and bears the date of May 19, 1779. It says: "You are too good a judge, Sir, of the very great importance of this place, we now hold, to render my saying much upon the subject necessary; permit me, however, as a sea officer, to observe that this port of Portsmouth (Virginia) is an exceedingly safe and secure asylum for

ships against an enemy, and is not to be forced even by great superiority. The marine-yard (Gosport) is large and extremely convenient, having a considerable stock of seasoned timber, besides great quantities of other stores. From these considerations, joined to many others, I am firmly of opinion that it is a measure most essentially necessary for His Majesty's service that this port should remain in our hands since it appears to me of more real consequence and advantage than any other the crown possesses in America; for by securing this the whole trade of the Chesapeake is at an end, and consequently the sinews of the rebellion destroyed. I trust and hope, Sir, you will see this matter in the same important light I do, and give such directions for reinforcements to be sent here as you may think necessary in order to our preserving and improving those advantages which we have with so much good fortune acquired."

Jefferson's notes, 1781-82.—"Before the present invasion of this state by the British under the command of General Phillips, we had three vessels of 16 guns, one of 14, five small galleys, and two or three armed boats. They were generally so badly manned as seldom to be in condition for service. Since the perfect possession of our rivers assumed by the enemy, I believe we are left with a single armed boat only."

"At a Norfolk County Court, held on the 20th day of July, 1834, Capt. William Moffat of the town of Portsmouth in Norfolk County, made oath before Samuel Watts, a justice of the peace, that he was the mate of the brig 'Neptune' and that whilst he was at Portsmouth in 1780, he saw the State ship 'Renown,' which was built at the State Navy Yard at Gosport by Stoddard, the master ship-builder, and commanded by Capt. Robert Elliott, drop down from the Navy Yard and when she passed the wharf where the 'Neptune' lay, Captain Elliott inquired when the 'Neptune' would be ready for sea and expressed a wish that she would get ready and proceed to sea under convoy of his ship. The 'Neptune' followed

the 'Renown' and when they reached Hampton Roads they found 16 or 17 sail of other vessels waiting the departure of the 'Renown' and wishing protection under her. Captain Mofat further made oath that in May of the year 1779, a sloop-of-war was burnt at the Gosport Navy Yard by the enemy and that the ship 'Renown' was built on the same stocks and was pierced to carry 20 odd guns, but at the time of her first sailing in April, 1780, in consequence of the great deficiency of arms at that time, she had only eight or ten guns: that the 'Renown' went into the port of Eustalea and there fitted with her full complement of guns and returned to the Colonies. He further made oath that Captain Elliott went to sea a second time in the 'Renown' and was chased into St. Martin. The 'Renown' was captured and Captain Elliott taken prisoner. This deponent did not return to Portsmouth until after peace, being more than three years from the time of Captain Elliott's first cruise in the 'Renown.' This affiant does not know at what time Capt. Robert Elliott entered the service, but supposes the sloop-of-war that had been built in 1778, and was burnt in May, 1779, was designed for his command, as he commanded the ship built in the place of that sloop-of-war. On the return of this affiant, it was then peace and Captain Elliott was then at home. He does not know how long Captain Elliott was in prison."

A protest was entered at Edenton, North Carolina, on the 6th of June, 1779, for ship "Le Soucy," Capt. Pierre Raphael Chorlet, of Bordeaux in the Kingdom of France, which states that on the 8th day of May, 1779, his ship was laying at moorings before the town of Norfolk, Virginia, having 366 hogsheads of tobacco part of her cargo on board, and he was informed that an English fleet of ships of about 40 sail was in the Bay of Chesapeake and had anchored before Hampton on that day, that on Sunday the following morning the fleet came to anchor in the Elizabeth River. This made him apprehend that the enemy intended to make a descent on Portsmouth: the fort at which place having but a few soldiers

was incapable of making any defense. That the inhabitants were in great confusion, each shifting for himself. He went on board his ship and got her into the Southern Branch before the shipyard, where he tarried until next morning. About 10 o'clock, the enemy being within cannon-shot of the fort, he sailed without a pilot three or four miles up the river and grounded. He fastened a small cable to a tree on shore and waited in that situation until the next morning, having passed a very tedious night, the sailors with matches in their hands to burn the ship in the event of threatened attack. He received information that the British had landed with 2,500 men and made themselves masters of the fort and were preparing to come up the river. His ship had seven guns but his sailors showed no disposition to fight, he called his officers together in council of war and all agreed to burn the ship, to prevent a valuable cargo and the ship, which with a small expense might be fitted out as a frigate-of-war, falling into the hands of the enemy. He caused all the pitch and tar to be put under the scuttles of the main deck ready to be fired on the approach of the enemy. He put into the long boat such provisions as were necessary should the crew be compelled to fly to the woods for safety. About seven o'clock next morning he saw a defile of boats coming with great swiftness toward him, on which he dispatched the long-boat and crew, reserving the boatswain to light the fire, which being fully accomplished they proceeded to join the long-boat's crew.

This statement was also affirmed by 1st Lieut. Pierre Vallet, and 2nd Lieuts. Louis Virginer and Armie Bourgeois.

These court orders throw some light on the reports of the British commanders aforementioned.

The Virginia Navy was employed mainly for the defense of the bays and rivers of the State. Commodore Samuel Barron was appointed its commander-in-chief, being styled "Commodore of all the armed vessels of the Commonwealth."

In May, 1776, an ordinance of the Virginia

Convention appointed Thomas Whitnev, John Hutchings, Champion Travis, Thomas Newton, Jr., and George Well naval commissioners to direct the naval affairs of the Colony.

On the 24th of December, 1790, the legislature passed an Act placing Mary Boush, wife of Capt. Goodrich Boush, on the pension list, allowing her three years' half-pay of a captain in the navy of the state for immediate relief and also allowing her annually said half-pay for seven years, reciting in the preamble that Goodrich Boush entered into the service of his country at the first establishment of a naval armament and continued in the service until his death, leaving his widow and four young children in distressed circumstances.

On October 30, 1789, Jack Knight and William Boush, two negro slaves belonging to the Commonwealth, were manumitted for faithful service on board armed vessels of the State, which were no longer continued in the public establishment.

On the 27th of March, 1794, by an Act entitled an "Act to provide a naval armament," the President was authorized by Congress to procure, by purchase or otherwise, equip and employ, to protect our commerce from the Algerines, four ships to carry 44 guns each and two ships to carry 36 guns each, and to appoint the requisite number of officers to command them. The duty of carrying out the provisions of this law was assigned to the Secretary of War, Hon. Henry Knox.

It was resolved that the ships should be built, and immediate preparations were made for procuring materials and plans for executing the work. Joshua Humphreys was appointed naval constructor, and seems to have had the general charge of all the ships that were laid down. Six captains were appointed, and one was assigned to duty as superintendent of the construction of each of the frigates.

In a report submitted to the House of Representatives by Secretary Knox, under date of December 27, 1794, after stating the character, armament, etc., of the vessels ordered, the materials to be used and how to be obtained and

prepared, he goes on to say that, in order as well to distribute the advantages arising from the operation as to ascertain where the work could be executed to the greatest advantage, the building of the ships had been ordered in six different ports of the Union; one of the ports selected was Portsmouth, Virginia, where a frigate of 44 guns was laid down. The Secretary further says that the following arrangement had been adopted for the construction and equipment of the frigates, viz:

1st. All contracts for the principal materials for construction and equipment had been made, under pursuance of law, under direction of the Secretary of the Treasury.

2nd. All labor and inferior materials, not otherwise provided by the Secretary of the Treasury, were to be procured by agents, who were to be allowed a compensation of two and a half per cent. upon money expended by them.

3rd. The captains of the frigates were to superintend the construction and equipment.

4th. A master builder or constructor was appointed at each yard, and also a clerk of the yard to receive, issue and account for all public property belonging to the ships. To each of these officers had been sent his special instructions.

The Secretary concludes his report by stating that at the time the work was commenced few or no materials for construction or equipment existed in their proper shape; that everything, if not to be created, was to be modified; the wood of which the frames were to be made was standing in the forests, the iron for cannon lying in its natural bed, and the flax and hemp probably in the seed; but that vigorous measures were being made for collecting the materials and pushing on the work, and it was hoped that the ships would be afloat during the following year (1795).

The marine-yard at Gosport was lent to the government by the State of Virginia, and, as will be seen further on, it was not purchased by the United States until several years later. Capt. Richard Dale was appointed superintendent of the yard; Josiah Fox, naval con-

structor or master builder; and William Pennock, navy agent.

Timber of sufficient size for the purpose required was not to be had in the market, and the government was compelled to contract for live oak and red cedar, standing in the forests of Georgia, the government to cut the wood, and the contractors to haul it to navigable waters. A large number of ship carpenters and choppers were sent out from New England. John T. Morgan, a master ship-builder of Boston, was appointed to superintend the operations of the party; to select the timber to be cut; cause it to be shaped by molds; and to ship it north to the various yards. As the work could be done only at certain seasons, much delay was experienced, and the end of the year 1795 found not one of the frigates ready for launching.

In a report of the Secretary of War, dated December 12th of that year, it is stated that about two-thirds of the live oak frame of the frigate at Norfolk (Gosport) had been received, a part of the planking, the copper for sheathing and fastening, most of the iron work, the masts and spars, and the most of the other materials necessary were in store or being prepared. The keel had been laid and part of the frame bolted together and ready for raising.

On the establishment of peace, early in 1796, between the United States and Algiers, work was suspended upon the ship at this yard, and such of the materials collected as were thought perishable were sold, and the rest put in store, Mr. Pennock, the agent, being employed to take charge of them. In June, 1797, the materials on hand at Gosport were valued at \$52,989.

The breaking out of the war with France in 1798 gave a fresh impetus to the infant navy, and considerable sums of money were appropriated by Congress for building, purchasing, or hiring vessels to be used against that republic.

By an Act of Congress, approved April 30, 1798, a separate department was created for the administration of the affairs of the navy,

and Benjamin Stoddert was appointed the first Secretary of the Navy, George Cabot, of Massachusetts, having declined the appointment.

In July, orders were sent to Mr. Pennock to recommence work on the frigate at Gosport, for which the name of "Chesapeake" had been chosen. During the same month, a brig of 200 tons, which had been built near the Navy Yard, by Mr. Herbert, and which was nearly ready for launching, was purchased by the government and fitted out, under the name of "Norfolk." Capt. Thomas Williams, of Norfolk, was appointed superintendent, and afterward commander of the brig, being regularly commissioned in the navy.

Josiah Fox, who had been discharged from the yard upon the suspension of work in March, 1796, was now reappointed as naval constructor and directed to proceed with the work upon the "Chesapeake" on a plan proposed by himself, by which the size of the vessel was reduced from a 44 to a 36-gun ship. The following extract of a letter from Mr. Stoddert to the navy agent, under date of August 17, 1798, will be of interest, as showing the reasons for reducing the size of the ship, and which is referred to more particularly, as a distinguished naval historian has made a very different explanation of the matter in his efforts to correct history. Mr. Stoddert says:

"Believing that there will be occasion for this ship in the spring, doubting whether it would be possible to have her ready so early without materially altering her dimensions and, indeed, not being entirely satisfied of the policy of increasing the size and expense of our frigates so far beyond what is known in Europe without increasing their force, I have determined, although the keel has been laid, to reduce the size of the frigate at Norfolk to the largest-sized frigates in the British Navy. This, Mr. Fox assures me, can be done with very great advantage, and with a prospect of finishing the ship in half the time it would take to complete her on the former scale, and with half the expense. In pursuance of this

idea, I now enclose you the dimensions by which the frigate is to be built. The keel, already laid, must of course be cut, and some alterations must be made in the stern. This, Mr. Fox informs me, can be easily done. * * * The greatest inconvenience will be in altering the molds. This, Mr. Fox says, he can do in full time after getting to Norfolk."

Considerable activity prevailed at the yard during the remainder of the year. A brig, "Augusta," was purchased by the citizens of Virginia, and presented to the government. It was named the "Richmond," and was fitted out under the command of Capt. Samuel Barron, who had served in the Virginia Navy during the Revolution.

The vessels of Commodore Truxton's squadron frequently resorted to the yard for repairs and supplies and to pay off their crews. We also find that large quantities of bread and of some other articles of provisions were furnished during the year and the next succeeding for other stations. The yard was also made a depot for the supply of masts and spars to cruising ships, and even to vessels fitting at Baltimore and Philadelphia.

By a report submitted to Congress by the Secretary of State March 2, 1799, it appears that commissions were issued for the district of Norfolk between July 9, 1798, and January 1, 1799, to 10 private armed vessels, amounting in the aggregate 65 guns.

On July 16, 1799, Commodore Samuel Barron was ordered to duty as superintendent of the yard, Mr. Pennock, the agent, not having exercised the degree of economy which the Navy Department desired. In the following month, however, Commodore Barron was detached and ordered to the command of the "Constellation," at New York. In November of the same year we find him again ordered to hold himself in readiness to superintend the "Chesapeake," which, contrary to the expectations of the Secretary of the Navy, was not yet finished, but which was finally launched in the following month, to begin her ill-fated career.

The importance of the Gosport yard, particularly as an equipping, recruiting and victualing station, had now become so well established that the Secretary of the Navy resolved to make it one of the permanent navy yards of the country. To this end he addressed the following letter to the Governor of Virginia, with a view to the purchase of the ground:

NAVY DEPARTMENT, January 20, 1800.

Sir: The United States have heretofore occupied for navy purposes a piece of ground at Gosport belonging to the Commonwealth of Virginia. It is supposed to contain about ten acres.* The ground is considered to be very well situated for a permanent navy yard; and if it should be so appropriated, it will be desirable to commence immediately some buildings for the accommodation of workmen and the security of timber.

Permit me, therefore, by order of the President, to solicit the favor of Your Excellency to communicate to the Legislature of Virginia the desire of the Government of the United States to obtain this property, either by purchase or in such other way as the Legislature shall deem proper.

I have the honor to be, with great respect, Your Excellency's obedient servant,

BENJAMIN STODDERT.

His Excellency JAMES MONROE, Esq.

Governor of Virginia.

The request of the Secretary was promptly complied with and on the 25th of the same month the legislature passed an Act, of which the following is a transcript:

Chap. 64. An Act authorizing the Governor of this Commonwealth to convey to the United States, upon certain conditions, the property of this Commonwealth called Gosport.

Whereas it has been represented to the present General Assembly that the Government of the United States are desirous that certain lands the property of this Commonwealth, commonly called and known by the name of Gosport, should be vested in the United States, for the purpose of establishing a navy yard upon the same:

1. *Be it enacted by the General Assembly*, That it shall and may be lawful for the Governor of this Commonwealth, and he is authorized to appoint some fit and proper person to meet such persons as shall be appointed on the part of the United States, to ascertain and fix the value of the property belonging to this Commonwealth, situate near the town of Portsmouth, in the County of Norfolk, and commonly called and known by the name of Gosport. So soon as the value of the property shall be ascertained, and the Governor shall be satisfied the Government of the

*The yard really contained about 16 acres.

United States are willing to pay the amount thereof to this Commonwealth, then, and in that case, it shall be lawful for the Governor of this Commonwealth, and he is hereby authorized, for and in behalf of this Commonwealth, by proper deed in writing, under his hand and the seal of the Commonwealth, to convey, transfer, assign and make over to the United States, all interest in and title to, as well as all the jurisdiction which this Commonwealth possesses over, the public lands commonly called and known by the name of Gosport, before mentioned, for the purpose of establishing a navy yard: *Provided*, That nothing herein contained shall be so construed as to prevent the officers of this State from executing any process whatever within the jurisdiction hereby directed to be ceded.

II. *And be it further enacted*, That in case the Government of the United States shall at any time hereafter abandon the design of establishing a navy yard at the place hereby ceded to the United States, or, after the establishment thereof, shall discontinue the same, then, and in that case, the property in the soil and the jurisdiction over the territory directed to be vested in the United States shall revert to this Commonwealth, and shall be considered as the property and subject to the jurisdiction of the same, in like manner as if this Act had never been made: *Provided*, That in such case this Commonwealth will repay the Government of the United States the sum or sums paid by the United States in consideration of the cession hereby directed to be made.

This Act shall commence and be in force from and after the passing thereof.

In accordance with the requirements of the above quoted law. Thomas Newton, Jr., Esq., was appointed on behalf of the State of Virginia, and by an order dated 7th of April, 1800, William Pennock was appointed to act on the part of the United States to ascertain, with Mr. Newton, the value of the lands required. In a letter bearing the same date, the Secretary of the Navy enjoined the greatest economy on the part of Mr. Pennock, informed him that the only funds available out of which the property could be paid for were those appropriated for the building of the "74-gun ships." * He also intimated to Mr. Newton that the less the amount paid for the property, the more there would be available for improvements and suggested \$100 per acre as a fair valuation.

In a report to the President, dated April 25,

*See Act of Congress approved February 25, 1799, for "The augmentation of the Navy," and which, among other provisions, authorized the construction of six ships, to be armed with not less than 74 guns each.

1800, Mr. Stoddert in recommending the establishment of permanent navy yards, to be the property of the United States, remarks that a large part of the expense of building the frigates arose from handling the timber, owing to the confined space in which it was piled—enough, he thinks, to have purchased ground and have improved it. He states that the ground at Gosport had recently been ceded to the United States on condition of the payment of its value, which he hopes will not exceed \$2,000.

To the surprise of the Secretary the value assigned to the land was \$12,000, or \$750 per acre. In a letter addressed to Mr. Pennock on the 7th of August, Mr. Stoddert expresses the opinion that the ground should have been given to the government without charge, but that it must be taken at the valuation named, though he considered it exorbitant. He also directs Mr. Pennock to have prepared plans for improving the timber-dock, a creek making up into the yard, and which was then used as such.

On January 24, 1801, \$12,000 were remitted to John Hopkins, of Richmond, Virginia, to be paid to the State, as the purchase money of the Gosport lands, and under date of the 15th of June, 1801, a deed was executed by Governor Monroe, by which the title and jurisdiction of the property were conveyed to the United States.

In a report submitted to the House of Representatives April 27, 1802, by Mr. Mitchell, from the Committee on Naval Affairs, that gentleman stated that \$12,000 had been expended for purchase and \$4,000 for improvements at Gosport without authority of law. Under date of March 10, 1802, Mr. Mitchell, from the same committee, reported that, in the opinion of the committee, Gosport and Charlestown, Massachusetts, from the improvements already made, and from other circumstances, were the most eligible places for receiving and repairing the ships in actual service; and that, should any additional improvements be necessary at those places, they ought to be made.

He also recommended the appointment of suitable persons to make plans for improving those yards and the appropriation of \$50,000 to carry the plans into effect.

The \$4,000 above referred to as having been expended in improvements at Gosport had been used to build a spar-shed, timber-shed, a bridge across a creek which separated the yard from the rest of Gosport at that time (outside of where the present wall stands), and probably in part for wooden wharves along the water-front, and a fence around the property.

We find mention of vessels laying up, repairing and fitting out at this yard in 1800, 1801 and 1802. In 1801 a squadron under Commodore Dale fitted out. On the 27th of July, 1801, orders were sent to *leave down* the "Chesapeake" for repairs.

In October, 1801, a marine guard was sent to the Gosport yard, and the navy agent was directed to furnish its members with quarters. It is probable that the wooden barrack-building which stood on about the same site that the brick barracks were afterward built upon was erected for the purpose.

In April, 1802, Mr. Pennock recommended the building of a storehouse for provisions, etc., within the yard. Up to that time, private warehouses had been hired for the use of the navy stores.

On April 26, 1802, Mr. Pennock was removed and Daniel Bedinger was appointed navy agent and superintendent of the Navy Yard.

In May, 1802, a circular order was addressed by the Department to navy agents informing them that specific appropriations had been made for the expenses of the navy, and that, among other items, \$190,575 had been appropriated for the purchase and transportation of timber and other materials, including ordnance for the 74-gun ships and \$50,000 for improvements of navy yards.

In April, 1803, \$10,000 were sent to Mr. Bedinger to build a warehouse and a timber-shed at Gosport. We find by the correspond-

ence of a little later date that, instead of expending the money for the purpose authorized, Mr. Bedinger built with it, first, a brick wall, beginning a short distance from the waterside, running along the north front of the yard and down the west side of the creek which formed the southern boundary, and part of which forms the present timber-basin, secondly, a brick dwelling house for himself within the yard and which was afterward for many years used as the commandant's house, and with what money was left, a very indifferent shed for timber, and a warehouse, which afterward had to be taken down to prevent its falling.

On August 6, 1804, an order was sent to Mr. Bedinger detaching the marine guard from the Navy Yard and ordering it to Washington.

In May, 1805, Bedinger was ordered to repair the wharves, which had been represented by a citizen as being much out of order. We find, under date of February 6, 1806, a report from Thomas Turner, accountant of the navy, in which that gentleman states that \$42,748.78 had been expended in improvements and repairs at this yard, and yet, except, the wall, scarcely anything of permanent value seems to have been done. The wharves were, and continued to be for many years later, of wood, and of course, in waters infested with the *Teredo navalis*, were constantly requiring extensive repairs, and even complete renewal. During the summer of 1806 we find several gunboats and ketches fitting out and laying up, under the direction of Lieut. Arthur Sinclair.

On the 28th of November, 1806, Capt. Stephen Decatur was ordered to superintend the building of four gunboats at Norfolk. He seems to have succeeded Lieut. Sinclair in his duties also, although that officer continued on duty under him. In July, 1807, Mr. Bedinger was ordered to contract for materials for 10 additional gunboats and, a little later, to contract for building the same. Captain Decatur was ordered to superintend the construction. We now find Captain Decatur addressed by the Department as "Commanding naval forces at Norfolk," and he appears to have

continued this command until November, 1811; part of the time his force consisting of the frigate "United States," which he himself commanded, and of such gunboats and other vessels as were from time to time put into commission. He appears, however, to have had no immediate charge of the Navy Yard, which continued under the control of the navy agent.

In November, 1807, a marine guard was again ordered to the yard. On February 10, 1808, Bedinger's appointment was revoked and Theodore Armistead appointed in his place as navy agent and superintendent of the Navy Yard. We now find complaints lodged against Bedinger for having used the public wharves and property in repairing his own vessels, though whether these charges were substantiated does not appear.

The agents up to this time seem not to have been required to give bonds, and in fact to have been held very little responsible for their acts, the Department having no military control over them.

In March, 1808, Mr. Armistead was authorized to contract for 50 tons of native hemp and to have made it into cordage for the navy. The work was done by private manufacturers, however, and not at the yard. In April of the same year authority was sent to Mr. Armistead to build a new timber-shed and a warehouse.

In May, 1809, an order was sent to build a powder magazine in the yard. This stood near the creek (afterward the timber-basin).

In June, 1810, on account of the uncertain relations with Great Britain, a small cruising squadron was ordered to Norfolk under the command of Commodore Decatur.

On July 7th of the same year the Department having become tired of the practice of operating the Navy Yard under irresponsible civil administration, ordered Commodore Samuel Barron as commandant of the yard, the gunboats, the officers and men. The navy agent was, however, still continued as purchasing and disbursing agent and as such in charge of "all stores other than military." The following letter, addressed to Commodore Bar-

ron by the Secretary of the Navy, is of some interest as being the first instructions to the commandant:

NAVY DEPARTMENT, September 29, 1810.

Sir: In defining your duties and your authority in the yard at Gosport, it will be sufficient for me to state that all the military stores of every description will be under your care; that the direction of all improvements in the yard, and of all reparations to our vessels at the yard are committed to you; and that within the yard you are to have the entire undivided command.

The navy agent, as heretofore, will have the charge of all stores other than military, and he must have a warehouse at the yard for their safe-keeping, with perfect liberty of ingress and egress.

PAUL HAMILTON.

The house which has been mentioned as having been built by Mr. Bedinger was assigned to Commodore Barron as a residence. It was at the time occupied by the storekeeper or clerk of the yard, an eccentric person of the name of Thomas Dulton, an ex-shipmaster. Although the navy agent was nominally superintendent of the yard, Captain Dulton had been in immediate charge of it for some years, performing all sorts of offices therein, ringing the bell, and mustering the workmen himself. Many singular anecdotes of him are preserved among the traditions of the yard. His will was admitted to probate on the 18th of June, 1823. It was an odd paper. He directed a heart-pine coffin tarred on the outside and no other ornament. He recommended and commanded as far as he could that no branch of his family go into or wear mourning as "I am an enemy of hypocrisy."

Commodore Barron had scarcely entered upon his command when on the 29th of October, 1810, he was overtaken by death. Lieut. Robert Henley, under date of November 10th, was ordered to assume temporary command of the yard until a relief should be ordered.

In May, 1811, Capt. Samuel Evans was ordered as commandant and from that time we find lieutenants, masters, medical officers, boatswains and gunners attached to the yard and to the vessels in ordinary.

Captain Evans continued in command un-

til August 10, 1812, when Capt. John Cassin was ordered to relieve him. Captain Cassin had, as lieutenant and master commandant, been for several years attached to the Navy Yard at Washington, part of the time as superintendent and part of the time second in command. The Department seems to have regarded him as a valuable dockyard officer, and the pay and allowances of a captain commanding a separate squadron were given him in his new position, although he was almost the junior captain on the list when ordered to the command.

On the laying of the embargo in April, 1812, we find Commodore Decatur's squadron again at Norfolk, and he was ordered by the Department with the vessels under his command and with the gunboats ordered to be fitted out at the Navy Yard, to prevent vessels sailing from the Chesapeake without regular clearances. A few days later we find him ordered to leave the enforcement of the embargo to the gunboats, under the direction of Captain Evans, and to cruise to the eastward with his squadron.

On the 21st of May, 1812, Commodore Decatur's squadron was ordered to New York in anticipation of war with Great Britain, which, on the 18th of June, was formally declared.

The only force at Norfolk at this time consisted of 21 gunboats, the greater part of which were fitted out and used for harbor defense. On the 14th of July, an order was sent to Captain Evans, limiting the complement of men of each gunboat to eight exclusive of officers, or just enough to exercise the guns and informing him that in case of emergency he must rely upon volunteers to bring the crews up to an efficient number. This order greatly impaired the usefulness of the gunboats a little later, as it was found impossible to procure volunteers to serve in them.

In August, as above stated, Captain Evans was relieved by Captain Cassin. Very little of interest occurred during the remainder of the year. In October a blacksmith's shop was

erected. By the letters of Captain Cassin we find that considerable quantities of timber, lumber and other stores and of munitions of war, were furnished from time to time from the Navy Yard to the army in the vicinity, particularly to the engineer officers who were erecting fortifications. During the summer Captain Cassin's little force was increased by an armed yacht under Lieut. E. P. Kennedy.

Early in February, 1813, Capt. Charles Stewart, in the "Constellation," which was fitted out at Washington, in attempting to get to sea, was met by a large force of British ships, which were seen entering the Chesapeake as he came abreast the Horse Shoe. It being calm when he discovered the enemy Captain Stewart kedged the "Constellation" from the Horse Shoe to a position in the Elizabeth River, just opposite Fort Norfolk, now the navy magazine.

Captain Stewart now became commanding officer of the station in general by virtue of his seniority, though Captain Cassin continued to command the gunboat flotilla, and made his reports directly to the Department. The most untiring vigilance, activity and skill were now required to defend the frigate and flotilla from capture, and at the same time to annoy the enemy as much as possible. Both objects were successfully accomplished.

The inconvenience of having the gunboats so poorly manned was severely felt; every effort was made to procure volunteers for them but without effect, even though very considerable bounties were offered for one month's service. It was soon found necessary to put out of commission all but 10; the crews of those laid up being drafted into those that were kept in commission, though even this left them very short-handed. In March four block-ships were sunk off Lambert's Point to obstruct the channel and to prevent the ships of the enemy from passing up the Elizabeth, as they were hourly expected to do. Several attempts were made by the enemy to cut out the "Constellation" with boats but were thwarted by the vigilance of Captain Stewart and his officers and crew.

In the spring of 1813 Captain Stewart was detached from the "Constellation" and the command was given to Captain Tarbell, which made Captain Cassin the senior officer on the station.

Norfolk continued to be blockaded until the close of the war.

On the 30th of November, 1813, Mr. Jones, the Secretary of the Navy, in answer to a resolution of the House of Representatives calling for information on the subject of navy yards, submitted among other papers the following letter of Captain Cassin giving a description of the yard at the date of the report:

NAVY YARD, Gosport, May 25, 1813.

Sir: I have the honor to enclose you a statement of the accommodations provided in this yard, with the number of officers and men attached * * * The commander's dwelling of brick, two stories high, made comfortable quarters; marine-barracks, miserable huts of wood, wanting much repair; the officers' quarters are low two-story frame buildings, the whole 150 feet from the west wall, which is only 5½ feet high; the north-west is bounded by warehouses and timber-sheds, having to extend a fence on the east end to low-water mark.

The marine hospital stands in the center of the yard, two stories high, was formerly occupied as boat-swain's and gunner's storerooms, built of wood, the center of which is occupied as a hospital, the garret as rigging-loft, and lower part gunner's store, store-keeper's office, purser's issuing-room, and office.

The blacksmith's shop, begun of brick, 165 feet by 50, including anchor and plumber's shops, not completed, the old shops being dangerous to heat a large fire.

One large timber-shed, 300 feet long, with brick pillars, and 50 feet wide.

One small shed for the armorer and plumber; two sheds appropriated, one for the joiners, the other for mast-makers.

JOHN CASSIN.

In April, 1815, an order was sent to Captain Cassin by the Secretary of the Navy to raise the hulks which had been sunk in the channel during the war and which constituted a serious obstruction to the narrow channel.

In the summer of 1817 the keel of a line-of-battle ship was laid. The timber for this ship had been in store for years, having been collected under the provisions of the Act of Congress of February 25, 1799, and subsequent amendments. The name afterward

chosen by lottery for this ship was "Delaware." We find authority given during the same summer to build a saw-shed and a steam-stove.

In January, 1818, authority was sent to Captain Cassin to remove or pull down the old hospital, which was situated in the yard. A small frame building, located near the present drydock was afterward used for some years as a hospital.

In June, 1818, the ship "Alert" was assigned as receiving-ship at Norfolk, Commander Jesse Wilkinson being ordered to command her.

In September, 1818, Capt. Arthur Sinclair was ordered to the Navy Yard to superintend the construction of the "Delaware," under Captain Cassin. Captain Sinclair was soon after addressed as commanding naval officer afloat at Norfolk, and held a command separate from the yard for several years later. The receiving ship was a part of his command, and all recruiting was done under his direction. We find about this period, and for some years after, considerable quantities of timber, plank, knees, masts and mast-pieces, and also of cordage furnished from Gosport to the navy yards in other parts of the country.

In the latter part of 1818, the old wooden buildings used as marine barracks were pulled down and a brick building put up in their place. The line-of-battle ship "New York" was also commenced in this year.

In October, 1820, the "Delaware" was launched and housed over, not being required for service immediately.

In June, 1821, Captain Cassin was relieved by Capt. Lewis Warrington. During the summer of that year Captain Warrington was directed to fill-in the old timber-basin. This was a shallow basin, originally formed by a creek or cove, and included the spot where ship-house "B" was afterward built; its banks were protected by wharf-logs, with a wharf across the entrance, provided with slips for

boats to enter. A ship-house was authorized to be built over the "New York;" this was afterward lettered "A." A pair of masting-sheers was also authorized.

In August, 1821, a school for midshipmen was established under the charge of Chaplain David P. Adams, on board the "Guerriere" frigate, then in ordinary at Norfolk.

Improvements to the Navy Yard buildings, repairs to the wharves, filling in and leveling the grounds were carried on from year to year under the current appropriations. In November, 1823, the Secretary of the Navy reported to Congress the following as the improvements at Gosport up to that date, the most of which have been previously noticed in these pages, viz.: A brick wall around the yard; a comfortable dwelling for the commandant; a large and convenient smiths' shop of brick; two large brick warehouses; a few frame buildings used as joiners' shop, coopers' shops, etc.; very convenient houses and quarters for the marines; a building slip; a substantial ship-house; and a pair of masting-sheers.

In December, 1824, Captain Warrington was relieved from the command of the yard by Master-Commandant James Renshaw.

The title of master-commandant was changed to that of commander; and sailing-master, to master, by Act of Congress approved March 3, 1837.

On July 31, 1822, United States ship "North Carolina," 74 guns, Capt. C. W. Morgan, sailed directly from Hampton Roads along the wharves to the Navy Yard under full sail. On January 1, 1838, the same thing was done by the United States 120-gun ship "Pennsylvania." Her commanding officer was Samuel Barron.

On the 25th of May, 1824, the Senate of the United States passed a resolution calling upon the Secretary of the Navy for information upon the following points:

1st. The expediency, usefulness, economy and necessity of a dry dock of sufficient capacity for receiving, examining and repairing ships of the line.

2nd. The best location for a dry dock.

3rd. The probable expense of the construction of one of the size mentioned, in a solid and durable manner, with the needful appendages for an advantageous use of it.

Hon. Mr. Southard, then Secretary of the Navy, in his answer to the resolution, under date of January 3, 1825, urged in very strong terms the necessity not only of one, but of at least two dry docks for the navy, at its then present size. He called attention to the fact that not one existed in the country, although the arguments to prove the propriety of building one or more had several times been offered since the organization of the Navy Department in 1798; that twice appropriations had been made by Congress for the construction of docks (on the 25th of February, 1799, and on the 3rd of March, 1813), but the amounts appropriated were so small as to be entirely inadequate to the purpose. He stated that the only method of examining and repairing the hulls of heavy ships below the water-line, then available, was that of *heaving down*, an exceedingly slow, expensive, laborious and dangerous operation, and very unsatisfactory in its results; while, with a dry dock, work might be performed in a few hours, and at trifling expense, which would take weeks by the process then in use.

In regard to the location he quoted the opinion of the navy commissioners that there should be one in the eastern part of the Union and one in the waters of the Chesapeake. For the site of the first of these he proposed Charlestown, Massachusetts, and for the second, Gosport. The following paragraphs are copied from the Secretary's letter:

"At Gosport there is also a valuable yard, with improvements; but there is not within its limits so good a position for a dock as upon the adjoining land, which may be bought for a small sum, and add much to the convenience and utility of the establishment already there.

"The Chesapeake and its waters form a first object in every plan relating to the national defense, and somewhere upon them must be

placed an important portion of our naval means. Whether our principal depot ought to be there the resolution does not direct us to inquire. But let that question be decided as it may, Gosport must be retained as a repairing and refitting station, to which resort can be had in cases of need. Lying behind the strong defenses of Old Point Comfort and the Rip Raps, it can never be unimportant as a naval position. It has a numerous surrounding population, deep waters' susceptibility of defense, accessibility at all times, freedom from frost, great facilities in obtaining supplies of materials and stands at once in the most important and connecting points in that great line of internal intercourse and navigation to which the public attention has at all times been so strongly directed."

The estimated cost of construction of two docks, based mainly upon an estimate for one at Boston by Col. Loammi Baldwin, then one of the first civil engineers of the country,* was \$700,000.

No immediate action was taken by Congress upon the report of the Secretary of the Navy, but Mr. Southard, on the 21st of March, 1825, directed the navy agent at Norfolk to ascertain the prices at which the land adjoining the yard to the southward and extending in that direction to the river, could be purchased. Under the date of April 14th Mr. King, the naval agent, reported that the aggregate cost of the several parcels of land would be \$44,500.

Mr. Southard regarded this sum as altogether too great and directed Mr. King to proceed no further in his negotiations.

On the 25th of May, 1825, Commodore James Barron relieved Captain Renshaw as commandant of the yard.

On the 28th of November Commodore Barron, in answer to a complaint of the Secretary of the Navy that too long a time was required

to repair and fit out ships, informed the Secretary that the delays were immediately owing to want of proper workshops, storehouses and a dock, and proposed a plan for the improvement of the yard, which involved the purchase of more land (the yard being altogether too confined for the purpose for which it was required), the erection of suitable buildings and shops, and of a floating dry dock. He furnished a plan and estimates for the last. He especially urged the inexpediency of erecting wooden wharves and docks in waters infested with the *Teredo navalis*, which destroyed the structures at the water's edge and left the substructure to form actual obstructions in the channel.

The question of purchasing additional ground seems thus to have been reopened, and under date of February 26, 1826, Mr. King, the navy agent, suggests to the Navy Department the plan of applying to the County Court to appoint a jury to appraise the lands required by the government. This suggestion was approved by the Secretary, but seems to have been a very slow process.

On the 22nd of May, 1826, a resolution of Congress of the following purport was approved, viz.:

The President to cause an examination and accurate survey to be made by skillful engineers of a site for a dry dock at the navy yards at Portsmouth, New Hampshire, Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia, respectively; and that such engineers be required to state the dimensions necessary for such docks, the advantages of each of the above-named establishments and the objections that apply to either, with a detailed estimate of the expense of a suitable site, and of constructing a dock at each of said places; and the President be requested to communicate the same to Congress in the first week of the next session.

On the 26th of July Colonel Baldwin (the civil engineer before mentioned) was appointed by the Department to make the required surveys. The first spot selected at Gosport as the

*Colonel Baldwin was one of a family of engineers, all more or less distinguished in their profession. He had visited many of the dry docks of Europe, and was particularly qualified for the work which he afterward performed of building the docks at Gosport and Charlestown.

site of the dock was at the northern side of the entrance of the creek, now forming a timber-dock; this site was chosen as being the best in the yard as it then existed.

During the same year (1826) the frigate "St. Lawrence" was laid down and a ship-house built, afterward lettered "B."

On the 3rd of March, 1827, Congress passed an Act entitled "An Act for the gradual improvement of the Navy of the United States," by which there was appropriated the sum of \$500,000 per annum for six years, to be applied to the purposes specified in the Act.

By section 4 of the Act the President was authorized to cause to be constructed two dry docks on the most approved plan for the use of the United States Navy; one of the said docks to be erected at some point to the south and the other to the north of the Potomac River.

By section 6 the President was authorized to cause the navy yards of the United States to be thoroughly examined and plans to be prepared for the improvement of the same and the preservation of the public property therein; from which plans, after they should be sanctioned by the President, no deviation should be made but by his special order.

On the 29th of March, 1827, Mr. King, the navy agent, reported that the lands from Jefferson street, along the line of Third street to the county road, and thence down to the water, could be purchased for \$7,825. He was authorized to make the purchase, and also of such other lands adjoining the yard on the south as should be deemed necessary, and was directed to consult with Commodores Bainbridge, Morris and Chauncey, who then constituted the Board of Navy Commissioners charged, under authority of the Act above alluded to, with the examination of the yards and the formation of plans for their improvement.

The lands finally purchased included all the ground south of Lincoln street and east of Third street to the creek, and several parcels of land lying to the southward of the creek, and now included within the walls of the yard,

being town lots Nos. 120 to 151, both inclusive, and the parcels of land marked from 1 to 7.

The following is a list of the purchases made, the date of the conveyances, the prices paid, respectively, and the names of the vendors:

LOTS	DATE	COST	NAMES OF VENDORS
Nos. 120, 121, 124, 125.....	June 9, 1826	\$1,600	Mordecai Cooke et ux.
Nos. 122, 123.....	Nov. 23, 1826	1,200	Enoch Choate et ux.
Nos. 127, 127.....	Mar. 26, 1827	446	Mary A. Fowler.
Nos. 128, to 135 inclusive.	Nov. 17, 1827	1,700	Arthur Emmerson et ux.
Nos. 136, 137.....	June 30, 1826	450	John Andrews, Catherine Wilkinson and others.
Nos. 138, 139.....	Mar. 24, 1827	400	Ann Drewry and Mary Kidd.
Nos. 140, 141.....	June 8, 1827	450	William B. Lamb et ux.
Nos. 142, 143.....	Nov. 29, 1826	750	Thomas Edwards et ux.
Nos. 144, 145.....	June 2, 1827	3,400	Martha Herbert.
Nos. 146, 147.....	May 4, 1827	475	Thomas Edwards et ux.
Nos. 148, 149.....	Mar. 19, 1827	300	John Collins, et ux.
Nos. 150, 151.....	April 13, 1827	250	John Wilson et ux.
No. 1.....	June 2, 1827	2,500	Thomas Edwards et ux.
No. 2.....	May 8, 1827	5,500	Ann Galt.
No. 3.....	May 28, 1827	1,000	Sophia Bradford.
No. 4.....	May 28, 1827	2,000	William Bingley et ux.
No. 5.....	May 28, 1827	800	Arthur Emmerson et ux.
No. 6.....	Mar. 31, 1826	501	Margaret Livingston.
No. 7.....	April 8, 1828	500	Sophia Bradford.

In taking possession of the newly acquired property the government also took possession of as much of Second, Nelson, Jefferson and Fayette streets as were included in it though, as will be shown further on, these were not purchased until some years later. It may be here said that the streets above mentioned were never actually made or used as such. A county road ran along the south side of the creek to the river, where a bridge crossed from a point near the southern end of the present mast-house and house-joiners' shops.

The Board of Navy Commissioners, of which Commodore Bainbridge was president, during the winter of 1827-28 made an elaborate plan for the improvement of the yard, based on a thorough survey of the yard and the adjacent waters by Colonel Baldwin. The position before chosen for a dry dock was abandoned and sites for three docks were selected on the addition to the southward of the creek. The report of the commissioners was dated April 1, 1828, and was approved by the President, John Quincy Adams; on the 24th of the following November.

CONSTRUCTION OF THE STONE DRY DOCK.

The work upon the dry dock was commenced in November, 1827. Colonel Baldwin was appointed engineer in charge of the construction of this as well as of that authorized at Boston; and Capt. W. P. S. Sanger was appointed resident engineer at Gosport. Captain Sanger continued the immediate charge of the work under Colonel Baldwin until its completion.

The northernmost of the three sites selected for docks was chosen for the one about to be built. The site as laid down projected about 130 feet outside of the shore-line or into about 10 feet of water. The average surface of the ground inside the shore-line was 6 feet above high-water mark.

A strong, water-tight coffer-dam was built as a preliminary step to beginning the excavation; this consisted of two rows of piles $12\frac{1}{2}$ feet apart, directly in front of the dock, and 8 feet apart at the sides. Each row consisted first of ribbon-piles, 14 inches square and 45 feet long, driven eight feet apart, to which were bolted ribbons of 12 by 14-inch yellow-pine timber, one at the head of the piles, one $6\frac{1}{2}$ feet and one $10\frac{1}{2}$ feet lower; inside of the ribbons, *i. e.*, toward the interior of the dam, were driven sheet-piles 13 inches square, and tongued and grooved. The rows were then secured to each other by tie-beams laid across and secured to the heads of the ribbon piles; and by 2-inch iron bolts through the lower ribbons, one between each two of the ribbon-piles. The intervening space between the rows was then filled with clay from the excavation. The dam was found to be perfectly tight and secure and never gave any trouble while in use.

Joining on to the coffer-dam, on either side, was constructed a cob-wharf; that to the southward extended only some forty yards when it turned in to the shore; but that to the northward extending along the proposed line of the quay-wall to the entrance of the proposed timber-dock, where it joined a cribwork built along

the line designated for the south wall of the latter.

The excavation for the dock was now pushed steadily forward, and the earth removed was used to fill in from the shore-line to the cob-wharf above mentioned, and to level other portions of the yard. The soil for a depth of from five to 12 feet was a yellow sand; next a stratum of fine compact blue clay, with here and there upon its upper surface irregular strata of blue sand, and of shells mixed with clay. The blue clay extended at the entrance of the dock about 30 feet below the bottom of the pit, and at the head diminished to 15 feet, where a bed of gravel was reached, so hard that an auger would not penetrate it. The pit was, when the excavation was finished, 40 feet deep, 340 feet long and 100 feet wide at the bottom, the sides sloping so as to make it about 60 feet wider and as much longer at the top. A chalybeate spring was met in the excavation, the flow of which was so strong as to force the water through the pores of the piles which were driven. An auger-hole being bored in the head of a pile the water would flow out of it freely. The summit of this spring was some six feet below the level of the low-water mark.

The pit having been prepared, foundation or bearing-piles were driven in rows three feet apart from center to center, but somewhat closer along the central line of the pit. These piles were about 30 feet long at the entrance and gradually diminished in length to 15 feet at the head, being driven down to the stratum of gravel above referred to, into which it was impossible to make them enter more than a few inches. A row of sheet-piles was next driven across the head and along either side of the pit, a row across the front entrance, one under where the grooves for the floating-gate were to be, one under the turning-posts of the gates, and one under the gallery. These rows of sheet-piles act both as stop-waters and as additional supports to the foundation.

The heads of the bearing-piles were cut off level and upon them were placed transversely with the axis of the dock yellow-pine beams

12 inches thick either way and secured to the piles by treenails. The spaces between the beams and to the level of their uppermost surfaces were then filled with broken stone, after which a close floor of 1-inch yellow-pine plank was laid, and upon this and directly over the lower was placed a second course of timber 12 inches thick by 16, laid edgewise; the intermediate spaces between these were filled with brick laid in cement; after this another floor similar to the first was put down.

All the dimension stone of this dock is of granite from different Massachusetts quarries, and nearly all of it dressed in the quarries from the plans, and so well was this work done that it is estimated that not \$100 was spent in altering stone. The rubble-backing to the sidewalls was obtained principally from the quarries at Port Deposit, Maryland. A small portion, however, came from the Falls of the James River, near Richmond.

The chamber of the dock, or the portion ordinarily used for docking ships, is 253 feet long and 85½ feet wide at the coping. The extreme length of the dock, which can be made available by placing the floating-gate outside the entrance and not using the turning-gates, is 320 feet. The United States ship "Severn," measuring 324 feet over all, was docked by blocking her up to raise her above the miter-sills. The floor of the chamber is 227 feet long and 30 feet wide. The increase in the width of the chamber from the floor to the coping is produced by offsets in the side-walls, forming the altars. The side-walls are 35 feet thick at the bottom and but 7 at the coping. The floor is laid in two courses of cut granite in the form of an inverted arch, to resist the upward pressure of the water; the lower course is tapering in form, one foot thick at the entrance of the chamber and two feet three inches at the head, thus giving rise of one foot three inches; the second course is of uniform thickness, *i. e.*, three feet.

The lowest two altars have a rise of 15 inches each, the floor rising to the level of the

lowest altar at the head of the chamber; the next three have a rise of one foot each. These five altars are laid so as to form a continuation of the inverted arch; the next three rise three feet each; the next three, 4 feet 4½ inches each; when a further rise of 4 feet 4½ inches brings us to the coping. The width of the altars from the lowest up are as follows: The first, three feet; the next three, two feet each; the next, four feet; the next two, 2½ feet each; the next, four feet; and the upper three, two feet each. The head of the chamber is semi-circular. There are five timber-slips in the head of the dock, with landings upon the broad altars. There are six flights of stone stairs in the chamber for the use of workmen, three on each side, *viz.*: One at the head; one at the center; and one at the entrance. At the entrance of the chamber is the gallery, which is the lowest part of the floor and from which the water passes through gates into the discharging culverts. Next, outside the gallery, is the great inverted arch; the miter-sills, against which the turning gates rest when closed, abut against this arch. Vertical recesses in the side-walls receive the turning-gates when open. Outside of these recesses, at the entrance of the dock is another inverted arch, a groove in which, and continued up the side-walls, receives the floating-gate. The float-gate may, however, as has been mentioned above, be placed against shoulders in the face of the entrance, thus increasing the capacity of the dock.

On either side of the dock a culvert four feet high and 2½ feet wide in the opening, and provided with a bronze gate, leads from the gallery to the reservoir across the head of the dock; the culverts are built of hard brick laid in cement, with straight side-walls and semi-circular tops and bottoms; the thickness of the walls is 14 inches.

The reservoir is 12 feet high and seven feet wide, built with straight side-walls of cut granite, a semi-circular top of brick 14 inches thick, and a brick inverted arch at the bottom of the same thickness.



A VIEW OF THE OPENING OF THE STONE DRY DOCK OF THE U. S. NAVY YARD AT GOSPORT, JUNE 17, 1833, FOR THE RECEPTION OF THE U. S. SHIP "DELAWARE," THE FIRST LINE-OF-BATTLE SHIP BUILT AT GOSPORT (NORFOLK), AND THE FIRST NATIONAL SHIP EVER DOCKED IN A DRY DOCK BELONGING TO THE UNITED STATES.

(Reproduced from an Old Print.)



THE U. S. SHIP "DELAWARE," 74, IN THE STONE DRY DOCK OF THE U. S. NAVY YARD AT GOSPORT. THE KEEL OF THIS LINE-OF-BATTLE SHIP WAS LAID IN THE SUMMER OF 1817, AND SHE WAS LAUNCHED IN 1820.

HER NAME WAS CHOSEN BY LOTTERY.

(Reproduced from an Old Print)

From the south end of the reservoir (where a well is situated, reaching to the surface), a tunnel with cross-section elliptical in form, four feet high and two feet nine inches wide in the opening and about 190 feet long, leads to the pump-well. From the pump-well a discharge culvert about 150 feet long leads into the creek at the southwest corner of the yard; it is about four feet square at the mouth, and supplied with a composition gate.

Water is admitted to the dock through filling culverts, one on either side, 14 feet nine inches below the coping, and leading inside of the turning-gates; these culverts are also supplied with bronze gates.

There are two pump-wells 15 feet nine inches in diameter each, and connected together; they are built of brick; the bottoms are inverted arches two feet thick; the side-walls are $2\frac{1}{2}$ feet thick, with four projecting courses of cut stone at proper intervals to support the pump-frames. On the tops of the walls are stone copings one foot deep and 18 inches wide.

There are four lift-pumps in each well, each 30 inches in diameter and of three feet stroke, made of cast iron, lined with composition staves and supplied with composition boxes and vales. The pumps are driven by pinion wheels fitted on either end of the engine shaft, working in cog-wheels on the shafts of the pumps.

The engine-house was a two-story brick building, 200 feet long by 50 feet wide; but 50 feet of the lower story was used for the lifting engines: the rest of the building was at first occupied as a sawmill and as a machine-shop. The whole is now used as a machine-shop.

The turning-gates are constructed of timber and composition, and covered with copper. Each gate is 36 feet wide and 30 feet 8 inches in height. The turning-posts are fitted with composition saucers in the lower ends, which rest upon composition pintles fixed in the masonry; the tops of the posts are secured in place by straps keyed to anchors laid in the coping. Each gate is supplied with two com-

position rollers, and cast-iron tracks are laid upon the floor for these to travel upon.

The floating-gate, or caisson, is built of white-oak timber and yellow-pine plank, copper-fastened. It is 60 feet long, 30 feet high and 16 feet wide amidships. The stems and keel are each two feet thick, and project 14 inches into the grooves in the walls and arches. There is a fore-and-aft bulkhead from stem to stern and from deck to keelson, composed of solid timber, and two feet thick. Three courses of tie-beams from this bulkhead to the sides resist the pressure of the water. Four copper ship's pumps on each side and worked by brakes on deck are used for pumping out the water when it is desired to lift the gate out of the grooves.

On the 17th of June, 1833, the anniversary of the battle of Bunker Hill, the dock was opened for the reception of the line-of-battle ship "Delaware," the first liner built at Gosport, and the first national ship ever docked in a dry dock belonging to the United States.

Large numbers of ladies and gentlemen were present to witness the opening ceremonies, which were made as imposing as possible, the occasion being one of great rejoicing as well to the citizens of Norfolk and Portsmouth as to the whole navy.

The figurehead of the "Delaware" represented Tamarind, a chief of the Delaware tribe of Indians. It was saved when the "Delaware" was destroyed in 1861 and is now in the Naval Museum at Annapolis. It is referred to as a masterpiece of wood-carving. This figurehead was carved by William Luke, who had obtained great reputation as a sculptor in wood. His establishment was located at the southeast corner of Court and London streets, Portsmouth, and it is said that he executed all the carving at that place for the United States Navy. He died February 2, 1829.

The line-of-battle ship "North Carolina" was soon afterward admitted to the dock.

The dry dock was turned over to the commandant of the Navy Yard complete on the 15th of March, 1834. The total cost of the

work was \$974,336.65. The following is a tabulated statement of expenditures up to October 1, 1833, as published in the report of the Secretary of the Navy for that year:

Items.	Amounts.
Office, shops and stables.....	\$22,119.75
Tools, lighters, driving-machines, &c.....	41,420.44
Pine timber, plank, nails, iron, &c.....	17,794.34
Surveys and plans of navy yards.....	3,360.26
Coffer-dam	23,532.84
Pier-wharves	10,972.50
Cob-wharves	14,022.59
Excavation	58,572.33
Foundation	64,097.40
Drainage (temporary).....	33,803.46
Masonry of dock.....	450,789.62
Banking up.....	11,432.72
Wells and tunnel.....	13,762.02
Engine-house	33,901.97
Engine and pumps.....	27,945.22
Turning-gates	22,588.43
Floating-gate	24,121.54
Removal of coffer-dam.....	8,134.81
Miscellaneous	35,010.55
Superintendence	31,256.88
Total	943,645.73

In 1830 a claim was set up by the widow and trustees of William Pennock to the square of ground which had formerly comprised lots 128 to 135, both inclusive. This ground had been purchased by the United States from Arthur Emmerson, whose title was derived from the State of Virginia, and was of comparatively recent date. It was now asserted by the claimants that the square had been purchased by Wells Cowper, in 1785, from the commissioners appointed by law to sell the Gosport lands, and had been sold and conveyed by the heirs of the said Cowper to Mr. Pennock.

On the 23rd of March, 1830, Mr. Emmerson informed the Board of Navy Commissioners, in answer to a communication from them on the subject, that he knew of no title to conflict with his own: but that if anybody could produce a valid title he was willing to refund the money he had received for it, or if suit was entered he held himself ready to defend the title.

Under date of June 25, 1830, Nash Legrand, the navy agent at Norfolk, was directed by the Secretary of the Navy to cause the con-

flicting titles to be examined. In his answer, dated July 20th, Mr. Legrand states that the heirs of Cowper held a receipt for the purchase money paid to the commissioners in 1785, but that if any deed had ever been executed conveying the property to them it had been lost. They had, however, held uninterrupted possession of the land, "except the ownership of Emmerson under the State patent." Mr. Legrand had consulted the State's attorney, whose opinion was that the claimants could easily establish their title.

The claimants several times declared their intention of entering suit for the property, but seem never to have done so. As it was not desirable to build upon the ground so long as there was any doubt as to the title, Mr. Legrand was directed, on the 30th of April, 1831, to enter into a contract on the part of the government with the claimants (they having previously expressed their willingness to do so) by which the latter bound themselves to convey the property to the United States in case their title to it should be established, for the same amount that had been paid to Mr. Emmerson, and which amount that gentleman had again promised to refund should the decision be against him. The contract was executed accordingly on the 31st of October, 1831, but no further steps seem ever to have been taken.

In 1832 a correspondence was commenced by John Harper, who had obtained from the State of Virginia, under date of November 13, 1832, a grant of such portions of Second, Fayette, Nelson and Jefferson streets as were included in the newly added portions of the yard, and described as "waste and abandoned lands," and which he had caused to be surveyed after it was not only in the possession of the government of the United States, but actually enclosed, as was certified to by the surveyor himself. Mr. Harper now desired the Navy Department to purchase his title.

The Department, of course, declined to consider his proposal and on the 27th of February, 1833, an Act was passed by the General Assembly of Virginia authorizing the trustees of

the town of Portsmouth to convey the title of the property in question to the United States upon the payment of its value, and also ceding to the United States the jurisdiction of all lands recently purchased. The ground contained in the streets was assessed at \$4,779, and was duly conveyed to the government in 1833, by the trustees of Portsmouth, on the payment of that sum: there being some informality in the deed, however, a new conveyance was made in May, 1837.

In accordance with the further provisions of the Act of the 27th of February, 1833, above referred to, Governor Littleton W. Tazewell, by deed of April 1, 1835, conveyed to the United States the jurisdiction of all lands recently added to the Navy Yard as well as of that purchased in 1826 near Fort Nelson, and upon which the Naval Hospital was afterward erected, under conditions that should the government at any time, for the space of five years, fail to use the property for the purpose specified, the jurisdiction should revert to the State of Virginia, and also providing that the officers of the State should at no time be prevented from executing within the limits of the property any process whatsoever.

Mr. Harper continued to urge his claim until 1839, when the last of his letters is dated.

While the work of building the dry dock was going on some progress was being made under the plan for the improvement of the yard. This mainly consisted in putting up workshops, erecting a wall around the yard, filling in and leveling the grounds, etc. After the completion of the dock Capt. W. P. S. Sanger became the civil engineer of the yard, which position he continued to hold until 1842, when he was transferred to the Bureau of Yards and Docks, then newly created.

A plan of the yard, made by Captain Sanger about the year 1840 (there is, unfortunately, no date upon it), shows the progress up to that time of the work of improvement, which consisted of the following, viz.: A smithery; an iron store, including coppersmiths', tin-smiths', and other small shops; five timber-

sheds; a storehouse; a mast-shop, with shed for masts and spars; a boat-shop and boat-house; a workshop for capstans, rudders and other heavy work; a cooperage and storehouse for water-tanks, staves, etc.; dwelling houses for the commandant and four other yard officers, all substantial brick buildings; besides these, a few temporary timber-sheds, and a number of small buildings not contemplated in the "approved plans," consisting of stables, saw-house, watch-house, oil-house, tar-house, etc. In addition to these a large portion of the quay-wall had been built on the water-front and about three-fourths of that surrounding the timber-dock or basin. The timber-dock was commenced in 1835. Specific appropriations were made for the quay-wall in 1835, and continued from year to year until 1840.

Commodore Warrington, who had assumed command of the yard May 26, 1831, continued it until the 7th of October, 1840. The yard was constantly used in the meantime for fitting out, refitting, repairing and laying up the ships and vessels of the navy.

The sloop "John Adams" was built in 1830. The frigate "Macedonian" was rebuilt here between the years 1832 and 1836. The surveying-brig "Pioneer" was launched in 1836. The line-of-battle ship "Pennsylvania" became the receiving-ship in 1837. The sloop "Yorktown" was commenced in 1835 and launched in 1839.

Of the old buildings that were standing in 1837 the ship-houses, the office buildings along the north wall, the commandant's house and a portion of the marine-barracks, were still standing in 1840; the rest had all been removed or rebuilt.

Commodore W. B. Shubrick assumed command of the yard in October, 1840, and retained it until October, 1843. A plan of the yard made under his direction by Captain Sanger and received at the Bureau of Yards and Docks in November, 1842, shows little progress up to that date beyond what is mentioned above, the continued appropriation for "gradual improvements" having ceased. A black-

smith's shop and turning-machine and a foundry and plumbery had been added to the steam-engine house, and some other storehouses had been begun.

The steamer "Union" was laid down at the yard in 1841 and launched in 1842. The store-ship "Southampton" was commenced in 1842.

In October, 1843, Commodore Shubrick was relieved by Commodore Jesse Wilkinson, as commandant.

In 1842 an appropriation was made by Congress for a dredging-machine for this yard, which was completed the following year, and successfully used for deepening the channel in front of the dry dock and along the wharves: the earth brought up was used for filling up where needed in the yard. During the year 1843 the ground around the dry dock was graded and the pavement relaid; by this the dock was protected from injury to which it had been subject from filtration.

The brig "Perry" was laid down in 1843; some additional machinery was erected in different shops during the same year. The quay-wall was completed during that and the following years, *i. e.*, 1843-44, as far as ship-house "B."

The sloop "Jamestown" was laid down in 1843 and launched in 1844. In 1845 another storehouse, No. 16, was built. A bridge across the timber-dock was completed. The dock itself was still in an unfinished state; no appropriation having been made for several years. Work was suspended on the quay-wall in 1845 for the same reason. A new building-slip was commenced in 1845 under special appropriation. The store-ship "Southampton" was launched in the same year.

On the 26th of August, 1846, the lot of ground opposite the Navy Yard, on the Berkley side of the Elizabeth, and known as St. Helena, was purchased and added to the yard. This ground was needed for ordnance purposes. Commodore Wilkinson had purchased it some time previously without letting it be known that the government contemplated doing so, and now conveyed it to the United States

for \$2,403.50, the amount he had paid for it, with interest to date, his sole object in making the purchase from his private means having been to save the government from the exorbitant valuation likely to be put upon the land as soon as it should be ascertained that it was desired as an addition to the Navy Yard. Jurisdiction of the St. Helena property was ceded to the United States by an Act of the General Assembly of Virginia, dated March 22, 1847.

Commodore Lawrence Kearny became commandant on the 1st of June, 1847. Some progress was made that year upon the launching-slip previously spoken of. Another storehouse, No. 13, commenced the year before, was finished. The frigate "St. Lawrence" and the brig "Perry" were launched. The former had been on the stocks for over 20 years. The steam frigate "Powhatan" was laid down.

January 19, 1848, Commodore John D. Sloat was ordered to relieve Commodore Kearny as commandant.

In 1848 a small appropriation was made by Congress for continuing the quay-wall, and was applied to build a coffer-dam for the north wall of the timber dock. Appropriations were also made for a new pair of masting-sheers, for additional machinery, for various shops, and for improvements at St. Helena.

In September, 1849, Fort Norfolk and the grounds about it were turned over to the Navy Department by the War Department for the establishment of a magazine for powder and balls. Work was immediately commenced upon the shell-house. A building near the site of the present sawmill (outside of the yard, when built) had been used as a magazine for some years previously. During the same year, building No. 51 was erected, also some brick stables. An engine-house to the smithery was commenced. A gun-park, a coal-house, and a landing-wharf were built at St. Helena. Work upon the quay-wall progressed as far as the appropriation would permit.

Between the years 1850 and 1860 great progress was made in improving the yard, under current appropriations, while at the same

time great activity prevailed in building, repairing, fitting out, and laying up the ships and vessels of the navy. The steam frigate "Powhatan" was launched in 1850.

During Commodore Silas H. Stringham's administration in 1851, three oak trees were planted in front of the commandant's office, one by Ordnance Officer (afterward Admiral) Farragut, one by William H. Peters and one by Gunner George Marshall.

Work upon the quay-wall was steadily continued from year to year, though that portion to the southward of the timber-dock, instead of being placed where it was originally designed to be on the "approved plan," was built on a continuance of the line of that to the northward of the dock. This brought it into considerably deeper water, and at the same time added to the area of that portion of the yard. In 1854 the method of building coffer-dams to exclude the water from the section of wall in progress was abandoned, and the work was carried on by the use of diving-bells. This change not only facilitated the labors but very considerably reduced the cost.

The timber-dock was finished in 1854, together with the bridges across it. A culvert was built in 1853 to drain the lands adjoining the yard and to conduct the water from them into the dock, thereby considerably freshening that in the dock. The culvert was built of brick laid upon a pine-plank floor.

There being but a limited supply of fresh water at Gosport, appropriations were made in 1850 for building cisterns for collecting rain water; one was completed in 1851, with a capacity of 38,000 gallons. Afterwards two large reservoirs were built,—one completed in 1856, holding 124,000 gallons, with a head, when full, $14\frac{1}{2}$ feet above the grade of the yard. Pipes from this cistern lead to hydrants in different parts of the yard, and to the wharf at the masting sheers, thus supplying the yard and ships with water and also the engines in case of fire. Water was supplied to the cistern from the roofs of store-houses Nos. 14 and 16, near which it was located. The other reser-

voir, completed in 1857, was located near timber-sheds Nos. 32 and 33, from the roofs of which it was supplied with water; its capacity is 128,000 gallons.

Work upon the magazine and the keeper's house at Fort Norfolk was commenced in 1851, but not completed until 1856. A reservoir was built near the magazine to contain 90,000 gallons of water. A sea-wall and landing-wharf were also built, and two old houses converted, one into a store-house and the other into a filling-house.

Building No. 19, a rigging-loft, armory, and offices, and the entrance-gateway, was erected in 1851-52. A building was constructed in 1853 near timber-shed No. 33, which was designed for a sawmill and burnetizing-house. It was entirely devoted to the latter purpose, however, and in 1856 a sawmill was erected at the South end of the yard, on one of the sites intended for a dry dock. A culvert was constructed in 1855 from the burnetizing-house to the timber-dock.

In 1855, Gosport, Norfolk and Portsmouth were visited by that terrible scourge, yellow fever. A ship called the "Ben Franklin" arrived in May or June with yellow fever on board, and was sent below to the quarantine, where she was kept until it was supposed all danger was past, when she was allowed to come up to Dickson's wharf in Gosport, and there discharge her cargo. This occurred during the first week in July. A few days afterward the fever broke out in Gosport, and gradually spread to Portsmouth, and thence to Norfolk, assuming the most virulent type, and raging without sensible abatement until frost set in, late in October. Work at the Navy Yard almost entirely ceased, the panic being so great that it was impossible to procure mechanics, with the exception of a small number of old hands. Almost everybody who could do so left the city, remaining away until the danger was past.

Dredging was carried on from year to year during the decade, deepening the channel and furnishing material for filling in the low places

of the yard, and the space between the old shore-line and quay-wall as well as at St. Helena. A new dredging-machine was built in 1854.

Grading the yard was also attended to; pavements were laid around the buildings, and brick foot-walks through the yard in various directions; roads were macadamized, and a thorough system of drainage established, by which the sanitary condition of the yard was much improved.

Gas for lighting the yard and buildings was introduced in 1855.

On the removal of the sawmill in 1855 and 1856, new machinery was added to the machine-shop, and a new foundry was erected, completed in 1859, on site 41, designed in the "approved plan" for an iron and copper store. A boiler-shop was commenced to the northward of the machine-shop. A new engine for pumping out the dry-dock was completed and set up in 1856. A large and commodious building was erected in 1856 as a receiving and issuing store for the department of provisions and clothing. It was located on the new-made ground, just south of the entrance of the timber-dock, into which a culvert from its cellar

leads. An ordnance building not on the "approved plan" was commenced in 1858 and completed in 1859. Guns and shot platforms were built at St. Helena, and also at the yard south of the ship-house "A."

Two large lifting cranes were erected on the quay-wall in 1857, and a large amount of machinery of various sorts was added to the different shops through the yard. Alterations, additions, and improvements were made to some of the buildings under the appropriation for "repairs of all kinds." Rail-tracks were laid down at St. Helena and also at the yard; in the latter connecting the anchor-racks near the dry-dock, the different shops and store-houses, with the wharf near the sheers.

Considerable building, repairs, etc., of ships was carried on during the same period. In 1855 the magnificent steam frigates "Roanoke" and "Colorado" were laid down; these vessels were finished and launched in 1857. The steam sloops "Dakota" and "Richmond" were begun in 1858 and launched, the former in 1859 and the latter in 1860. A purchased steamer called the "Dispatch" was rebuilt in 1859 under the name of "Pocahontas."

CHAPTER XXVI

THE CONFEDERATE STATES NAVY YARD

THE EVACUATION AND DESTRUCTION OF THE NAVY YARD BY THE FEDERALS—OCCUPATION BY THE STATE AUTHORITIES—TURNED OVER TO CONFEDERATE GOVERNMENT—EVACUATION BY THE CONFEDERATES.

The following accounts of Commodore McCauley, Captain Wright, U. S. Navy, log of the U. S. S. "Pawnee" and of Captain Sinclair, C. S. Navy, and William H. Peters, Esq., C. S. Navy, agent, and of the *Norfolk Herald* give full particulars of the abandonment of the Navy Yard by the Federals, its occupation by the Confederates and its evacuation by the latter. The discovery of Commodore McCauley "that the insurgents were throwing up batteries immediately in front of the yard" was all in the imagination, and the report of the arrival of State troops grew out of the strategy of Col. William Mahone in ordering trains to be run back and forth over the Norfolk & Petersburg Railroads so as to give the appearance of military forces being thrown into Norfolk with great expedition. The Commodore made his report after his retreat to the Capital of the United States.

WASHINGTON, D. C., April 26, 1861.

Sir: I beg leave to detail to the Department the events which preceded the evacuation and destruction of the government property at the Gosport Navy Yard on the night of Saturday, the 20th of April. On Thursday night Flag-Officer Pendergrast learned that obstructions had been sent down to be placed in the river; he promptly had two boats manned and armed to prevent it, but owing to the thickness of the weather his intentions were foiled. On Friday, the 19th inst., I understood that Virginia State troops were arriving

at Portsmouth and Norfolk in numbers from Richmond and Petersburg, and the neighborhood; and not having the means at my disposal to get the "Merrimac," "Germantown" and "Plymouth" to a place of safety, I determined on destroying them, being satisfied that with the small force under my command the yard was no longer tenable. I did not, however, carry that act into execution until the next day, before which I discovered that the insurgents were throwing up batteries immediately in front of the yard, when I sent Lieutenant Selfridge, of the "Cumberland," to General Taliaferro, commanding Virginia troops, with a message that if they continued to menace me by placing batteries opposite the yard I should consider it an act of war, and fire upon them. Colonel Heath, the aide-de-camp of the General, returned with Lieutenant Selfridge, and assured me that the General disclaimed all knowledge of such batteries. I then commenced scuttling the "Germantown," "Plymouth," "Dolphin" and "Merrimac," destroying the engine and machinery of the latter, cutting away the large sheers, spiking the guns in the yard and on board the ships in ordinary, including the "Pennsylvania," and destroying such arms of the old and obsolete pattern as could not be placed on board the "Cumberland," and throwing them overboard; making the destruction of other things, with the exception of the public buildings, as complete as possible. By this time it was quite dark; my officers, with few exceptions, had all deserted me; even the watchmen had thrown off their allegiance, and had taken part with the secessionists; so I determined on retiring to the "Cumberland," and in the morning act as circumstances might require.

With the "Cumberland" I could have destroyed Norfolk and Portsmouth, and had batteries opened upon the ship these cities would have been at my mercy. Before I had carried out my intentions of embarking aboard the "Cumberland," Flag-Officer Paulding arrived in the "Pawnee." As he had special instructions from the Department, which he substantially

communicated to me, and to which I gave entire assent. I took no further active part in the matter, and embarked on board the "Cumberland;" but I can bear testimony to the gallant manner in which Flag-Officer Paulding and his brave associates executed his orders. Toward morning Flag-Officer Paulding embarked with his force, and the "Cumberland" and "Pawnee," the former assisted by the steamer "Yankee" from New York, stood down the river unmolested.

The "Cumberland" was detained some hours by the obstructions placed in the narrows near Sewell's Point, but finally overcame them, and anchored in Hampton Roads by 8 o'clock P. M., Sunday.

In making this, my report to the Department, it gives me great pleasure to report the gallant and meritorious conduct of those officers true to their allegiance. I cannot speak in sufficiently high terms of Flag-Officer Pendergrast for the many valuable suggestions I received from him. To Captain Marston and officers of the "Cumberland" I feel very much indebted.

Lieutenant Selfridge bore a message to the commanding general under great personal risk.

I have to thank Commander Livingston, Lieutenants Semmes, Donaldson and Irwin for gallant and efficient services, and to Lieutenant-Colonel Edelin, of the Marines, my thanks are particularly due.

I am, very respectfully, your most obedient servant.

C. S. McCauley,

Late Commandant of the Navy Yard at Gosport.

HON. GIDEON WELLES,

Secretary of the Navy.

Capt. H. G. Wright, U. S. Engineer Corps, made the following report of the destruction of the Navy Yard: "On reaching the yard it was found that all the ships afloat except the 'Cumberland' had been scuttled, by order of Commodore McCauley, the commandant of the yard, to prevent their seizure by the Virginia forces, and that they were fast sinking. One of the objects of the expedition—that of removing those vessels and taking them to sea—was therefore frustrated. On reporting to the Commodore of the yard, I found him disposed to defend the yard and property to the last, and the troops were accordingly landed and some dispositions for defense taken. It was soon determined, however, by Commodore Paulding, who had come on the 'Pawnee' from Washington, to finish the destruction of the scuttled ships, to burn and otherwise destroy, as far as practicable, the property in the yard, and withdraw with the frigate 'Cumberland' in tow of the 'Pawnee' and a steam tug which was lying at the yard.

"To Commander Rodgers and myself was assigned the duty of blowing up the dry-docks assisted by 40 men of the volunteers and a few of the crew of the 'Pawnee.' The dock which is a massive structure of granite masonry has a pumping-gallery running along the back of one of the side-walls, entering from the level of the bottom near the entrance gate, and terminating as is understood, in the pumping-house near the farther end of the dock. Under the circumstances of want of time for preparations and the darkness of night, this gallery offered the only means for the establishment of a mine. Had the dock been full of water, this advantage could not have been availed of, but we found in it a depth of only about two feet. We accordingly proceeded to construct in this gallery a platform of such materials as could be collected to a height above the surface of the water, and on this we placed the powder (2,000) pounds) which we had brought from the ship, established a train from the gallery to the outside, and connected it with four separate slow-matches. Everything being arranged, all the men were sent to the ship, except one of the crew of the 'Pawnee,' who was retained to watch for the signal from the Commodore for lighting the matches and returning to the ship. On the signal, the matches were lighted by Captain Rodgers and myself and we made the best of our way toward the landing, but before we could reach it the flames of the burning buildings had become so intense, that the boats had undoubtedly been driven off, and indeed we could not approach it. After some delay, we succeeded in getting out of the yard through the burning gateway, and seized a boat in the hope of making our escape by the river. We proceeded but a short distance, however, when several shots were fired at us from the Portsmouth side, and as the armed force was rapidly accumulating against us at a point below, where the river was narrow and where we should have had to pass within effective musket-range, we concluded to land on the Norfolk side and deliver ourselves up to the commanding general of the Virginia

forces. He received us very kindly and courteously, and on giving him our parole he provided us with comfortable quarters at the Atlantic Hotel. This was on Sunday morning about 6 o'clock. On Monday, at noon, he sent us with an officer to Richmond, where we were most kindly treated by the Governor and his family, and by the gentlemen there present from the various parts of Virginia, we remained as guests of the Governor on parole till Wednesday, the 24th, when we were released, and on Thursday morning we left for Washington." Evidently the Virginia officers did not know at the time they were treating those two United States officers with such marked consideration and courtesy, that they had been engaged in lighting slow-matches to explode a ton of powder almost in the midst of thousands of unoffending women and children without a moment's warning.

The following is an abstract from the log of the U. S. S. "Pawnee," April 20, 1861:—
 "* * * * At 6.45 (P. M.) steaming up toward Norfolk. Passed the obstructions in the channel without difficulty. Kept men at quarters, guns loaded. At 8 P. M. ran alongside of the Navy Yard wharf, to the northward of first ship-house. Hailed by the U. S. S. 'Pennsylvania,' who greeted our arrival with three cheers. The flag-ship 'Cumberland' did likewise. At 8:10 Lieutenant Commanding Donaldson, of the receiving-ship 'Pennsylvania' came aboard and informed us that all the vessels at the yard had been scuttled and the machinery of the 'Merrimac' completely disabled this afternoon to prevent their falling into the hands of the insurgents, who had for some time past been making demonstrations against the public property at the Navy Yard. Flag-Officers McCauley and Pendergrast came on board. Sent parties to various parts of the yard to secure, remove or destroy public property liable to fall into the hands of the insurgents. A large party went ashore to knock trunions off guns: succeeded in breaking a few off. Received from the 'Pennsylvania' four

boxes of arms; also a detachment of 34, rank and file, of marines with bags and accoutrements. Sent the Massachusetts volunteers ashore in the Navy Yard. Sent marines brought from marine-barracks at Washington to relieve marines belonging to the yard; the latter transferred to the 'Cumberland.' Placed guard at the main entrance to the yard and others patrolled the yard. April 21. Commences and till 4 A. M. making preparations for setting fire to the ship-houses, ships, and storehouses, and destroying the dry-dock. Landed all turpentine, powder and waste received on board from the 'Anacosta' on Friday last. Re-embarked the marines and the Massachusetts regiment. Sent parties in charge of Captain Wilkes, Commanders Sands, Rodgers and Alden, and Captain Wright, of the U. S. Engineers, for carrying on the preparations above-mentioned. At about 2 A. M. the marine-barracks were set fire to. At 3:30 hauled off from the wharf and prepared to take the flag-ship 'Cumberland' in tow. At 4:15 A. M. the 'Cumberland,' having the steam-tug 'Yankee' alongside, succeeded in getting a hawser to this ship and slipping her cable. We got under way and commenced steaming down to Hampton Roads. At 4:20 sent up a rocket, and the ships, buildings, etc., were fired. Sent all hands to quarters opened the magazine and shell-rooms and manned the starboard battery, the marines being all on deck under arms. Steaming slowly down, passed by the cities of Norfolk and Portsmouth unmolested, the flames of the burning buildings at the yard illuminating the vessels and the town perfectly. Steaming slowly to allow the boats to come alongside. Captain Wilkes and Commanders Sands and Alden and their parties returned on board, but reported their inability to bring off Commander Rodgers and Captain Wright, U. S. Engineers. At 6 approached barriers in the channel, and found new obstructions placed there since we passed last evening. Determined to anchor the 'Cumberland' and examine the channel, which was done. This ship

passed obstructions without touching anything.
* * * *

Captain George T. Sinclair's telegram to the Secretary of the Confederate States Navy, Hon. S. R. Mallory, in regard to the destruction of the Navy Yard, dated April 22, 1861, in part is as follows: "The 'Pennsylvania,' 'Merrimac,' 'Germantown,' 'Raritan,' 'Columbia' and 'Dolphin' are burned to the water's edge and sunk. The 'Delaware,' 'Columbus,' and 'Plymouth' are sunk. All can be raised; the 'Plymouth' easily, not much injured. The 'Germantown' crushed and sunk by the falling of sheers. Her battery new and complete uninjured by fire, can be recovered. * * * * Destruction less than might be expected. The two lower ship-houses burned, with the 'New York' line-of-battle ship on the stocks. Also the rigging-loft, sail-loft, and gun-carriage depot, with all the pivot-gun carriages and many others. No other buildings burned. The metal work of the carriages will be recovered; most of it good. About 4,000 shells thrown overboard can be recovered. The 'Germantown's' battery will be up and ready for service tomorrow. In ordnance building all small arms broken and thrown overboard will be fished up. The brass howitzers thrown overboard are up. The 'Merrimac' has 2,200 10-pound cartridges in her magazine in water-tight tanks. The flag of Virginia floats over the yard.

"Only eight guns, 32-pounders, destroyed; about 1,000 or more from 11-inch to 32-pounders taken and ready for our cause. Many of them are ready in batteries. We saved about 130 gun-carriages, all saved at St. Helena (Va). Many thousands of shell and shot from 11 inch to 32-pounders safe. All the machinery uninjured. Magazine captured with 2,000 barrels of powder and vast numbers of shells and quantities of fixed ammunition. An attempt made to blow up the dry dock failed. Everything broken that they could break. Private trunks broken open and officer's clothing and that of their wives stolen. * * * *

The Virginia flag mentioned by Captain Sinclair as floating over the yard is at this time the property of Stonewall Camp, Confederate Veterans, and decorates their meeting-room in the City Hall of Portsmouth.

We copy from the *Norfolk Herald* of April 22, 1861, its story of the evacuation and attempted destruction of the Navy Yard by the Federals:

"On Saturday and Sunday the greatest excitement prevailed in the city. Troops were hurrying to and fro and everyone anxious to know what was to be done, but unable to obtain the desired information. The rumor was that the 'Cumberland' was about to sail from the Navy Yard and preparations were made to prevent her.

"At 12 o'clock an officer came from the yard bearing a flag of truce and was conducted to General Taliaferro's headquarters at the Atlantic Hotel, where a consultation was held, which resulted in a promise from the commandant of the yard, Commodore McCauley, that none of the vessels should be removed nor a shot fired except in self-defense.

"This quieted the excitement, but it was renewed at a late hour when it was ascertained that the 'Germantown' and 'Merrimac' had been scuttled, and that the heavy sheers on the wharf at which the 'Germantown' was lying had been cut away and allowed to fall amidships across her decks, carrying away the maintopmasts and yards.

"It was also perceived that the men were busily engaged in destroying and throwing overboard side and small arms, etc., and boats were constantly passing between the 'Pennsylvania,' 'Cumberland' and other vessels. The assurance of the Commodore, given by his officers at the truce interview, however, tended to allay the apprehension of an immediate collision. But the continued stirring movements at the yard soon rendered it certain that it was the intention of McCauley to destroy all the buildings and other property there, and it was, therefore, with not much surprise that about midnight, after two or three slight explosions,

the light of a serious conflagration was observed at the yard. This continued to increase, and before daylight the demon work of destruction was extended to the immense ship-houses known as 'A.' and 'B.' (the former containing the entire frame of the 'New York, 74,' which had been on the stocks unfinished for some 38 years), and also to the long ranges of two-story offices and stores on each side of the main gate of the yard.

"The flames and heat from this tremendous mass of burning material was sent by a southwest wind directly toward the line of vessels moored on the edge of the channel opposite the yard, and nearly all of these too were speedily enveloped in flames.

"The scene at this time was grand and terrific beyond description. The roar of the conflagration was loud enough to be heard at three or four miles distance, and to this were added occasional discharges from the heavy guns of the old 'Pennsylvania' ship-of-the-line, as they became successively heated. These guns, it is asserted, were double-shotted and directed at different parts of the yard for the purpose of insuring its complete destruction. This, however, is certain that if all her guns had been thus prepared and directed, the 'burnt' district could not have been more completely cleared of its appurtenances.

"As soon as the torch had been successfully applied to the ship-houses, the 'Pawnee,' which had been kept under steam from the moment of her arrival about midnight on Saturday, was put in motion and taking the 'Cumberland' in tow, retreated down the harbor out of the reach of danger, freighted with a great portion of valuable munitions, etc., from the yard, and the Commodore and other officers who had won for themselves the inglorious distinction of destroying devils in accomplishing such a vandal work. The ships proceeded as far down as the barricades at the narrows, where the 'Cumberland' was left at anchor, and the 'Pawnee' continued on to Fort Monroe.

"As far as we could judge from a cursory observation, the property destroyed embraced

besides the ship-houses and contents, the range of buildings on the north line of the yard (except the Commodore's and Commander's residences which were unhurt), the old marine-barracks and one or two workshops, the immense lifting-sheers, the ships 'Pennsylvania,' 'Merrimac,' 'Raritan,' 'Columbia' and brig 'Dolphin' burnt to the water's edge; the sloop 'Germantown', broken and sunk, the 'Plymouth' scuttled and sunk even with her deck, and a vast amount of small arms, chronometers, and valuable engines and machinery in the ordnance and other shops, broken up and rendered utterly useless.

"Appearances indicated that it was intended to cripple this admirable and useful work (the dry dock) by blowing up the gates, but from some cause this was not done, and the dock was found to be altogether unhurt. We cannot bring ourselves to believe that any officer of a navy distinguished hitherto by a high sense of honor and chivalrous courage, could willingly condescend to such an inglorious mode of warfare as this. We rather regard it as an emancipation from the wretched cabal at Washington, and a practical carrying out of the tactics laid down by the villainous Sumner and other orators of the Black Republican party. Burn, sink and destroy is the word with them.

"Yesterday morning Lieutenant Spottswood of the navy, a Virginian by birth, ran up to the flag-staff in the Navy Yard the flag of the Old Dominion with its well-known arms, the figure of Liberty trampling on Tyranny, with the glorious motto—'Sic Semper Tyrannis'—and there it continues to flutter in the breeze.

"A fort had been erected at the Hospital Point and old Fort Norfolk put in regular fighting order by the secessionists. A fort has also been erected at Sewell's Point, 12 miles from Norfolk, opposite Old Point Comfort.

"The authorities yesterday waited upon the surgeon at the Hospital and compelled that officer to resign his position.

"The Navy Yard with all the vessels of war except the 'Cumberland,' which has been

towed into Hampton Roads by the steamer 'Pawnee,' was burned.

"The Naval Hospital had been given up by the government officials. The United States steamer 'Pawnee' landed about 500 men at the Navy Yard to assist in the destruction of government property.

"All the spirit stores were destroyed, but the citizens secured immense quantities of provisions, guns, powder and ball. All the guns at the Navy Yard were spiked by the government officials, but in such a bungling manner that all but 8 or 10 have already been made good for service by the citizens, and many of them mounted at prominent points for defense.

"The 'Pawnee' has sailed for Washington, and on Monday evening the 'Cumberland' was lying opposite Old Point.

"A steamer supposed to be the 'Baltic,' arrived off Old Point on Monday evening with about 1,000 Northern troops on board."

AN ACCOUNT OF THE EVACUATION OF THE
NAVY YARD, FIRST BY THE FEDERALS IN
APRIL, 1861, AND SECOND BY THE
CONFEDERATES IN MAY, 1862.

(By William H. Peters, Navy Agent, C. S.)

At about 2 o'clock P. M. on April 20, 1861, the late William H. Spooner came to my place of business in Portsmouth and said the Navy Yard gate had been closed and that none but those having special permits were allowed to enter the yard. He also said it was rumored that the authorities of the yard were making preparations to destroy that establishment with fire.

To satisfy ourselves as to the truth of these rumors, Mr. Spooner and myself procured a boat and sailed in it up to and in front of the yard as far as the timber-dock. We saw enough to satisfy ourselves as to the truth of all we had heard. We found that the ships alongside the wharves had been scuttled and were slowly sinking. Men were engaged in cutting away the standing rigging of the sloop of war "Germantown." Her upper masts

were tottering. It was seen that a force of workmen was at work breaking off the trunnions of cannon.

On our return in passing the brig-of-war "Dolphin" and receiving-ship "Pennsylvania," we observed small guns on the poop-decks of those vessels which, no doubt, had been recently mounted there to repel some apprehended attack.

Our people already much excited became alarmed at the situation of affairs at the Navy Yard and the reported destruction of that vast establishment. It was feared that the burning of the Navy Yard would involve the destruction of Portsmouth. A meeting of the citizens was at once called to consider what was best to be done under the circumstances.

At this meeting a committee, composed of Capt. Samuel Watts, Capt. James Murdaugh and myself, was appointed to wait on the commandant and endeavor to prevail on him to abandon his purpose of firing the yard.

This committee proceeded to the main entrance, but was refused admittance. While waiting at the gate a reply to our written request for an interview with the commandant, General George Blow, in command of the State militia of the district, Lieut. John T. Maury and Paymaster John DeBree came out at the gate. The two last-named officers, having resigned from the U. S. Navy, had just left their ship, the frigate "Cumberland," then lying abreast the Navy Yard. These gentlemen said to us that we need not wait, that Commodore McCauley declined to see us; and then added that it was useless to ask any questions of them as to what was going on inside as they were not at liberty to talk on the subject.

The Navy Yard at Portsmouth, Virginia, was fired and abandoned that night, April 20, 1861, by the Federal forces. The story of which and the folly of the act are told in history. Happily a few houses only in the city and those of but little value took fire and burned.

On April 21 1861, Capt. Robert B. Pegram, then just resigned from the U. S. Navy and

commissioned a captain in the Virginia Navy, appeared, and acting under authority from the Governor assumed command of the Navy Yard in the name of the Commonwealth of Virginia.

On April 22, 1861, Commodore French Forrest, who had also just resigned from the U. S. Navy and been commissioned a commodore in the Virginia Navy, relieved Captain Pegram of the command of the Navy Yard and station.

On the same day, viz.:—April 22, 1861, the writer, who had been commissioned as paymaster, Virginia Navy, and assigned to duty at the Navy Yard, reported and took charge of the "Provision and Pay" department. His official connection with the yard in this and other capacities continued until the evacuation by the Confederates on May 10, 1862. The statements contained in this paper may therefore be accepted as facts of which the writer has personal knowledge.

The condition of the Navy Yard at Portsmouth as it appeared on the 21st and 22nd of April, 1861, was melancholy to look upon. On the morning of the 20th of April, 1861, this establishment was the best equipped and in all respects the most complete navy yard in the country. On the morning of the 21st of April, 1861, it was almost a mass of ruins.

The exterior row of buildings on the north front of the yard, which contained large quantities of manufactured articles and valuable material, was totally destroyed together with the contents of the buildings. The two ship-houses "A" and "B," which were immense structures, and in one was the line-of-battle ship "New York" on the stocks, were also burned, as were also other buildings.

The destruction of the stone dry dock was attempted, but was not successful. Twenty-six barrels of powder, a quantity sufficient to have destroyed not only the dry dock but every building at the south end of the yard, were found distributed in the culvert on its north side and across the head of the dock. These barrels of powder, were connected by a train which continued on the inner steps at the bot-

tom of the dock, where it is supposed slow-matches were placed for ignition at a prearranged moment.

The plan, however, was happily discovered in time to frustrate it. Lieut. C. F. M. Spottswood, to whom the discovery was reported early in the morning of the 21st, promptly directed the gates to be opened, when the dock was flooded and thus saved from destruction.

The destruction of every ship at the yard except the old frigate "United States" was attempted and in great part accomplished.

The line-of-battle ship "Pennsylvania," the frigate "Columbia" and the brig "Dolphin" were burned to their floor-heads.

The frigate "Raritan" was burned and sunk out of sight. The steam frigate "Merrimac" was sunk and burned to her copper-line and down through to her birth-deck, which with the spar and gun-deck were also burned. The sloop-of-war "Germantown" was sunk and burned to her bulwark on the port side. The sloop-of-war "Plymouth" was scuttled and sunk. The line-of-battle ships "Delaware" and "Columbus" were scuttled and sunk at their moorings.

Many heavy cannon were spiked and for the time rendered useless, some had their trunnions broken off.

The abandonment of Portsmouth Navy Yard and its partial destruction by the Federal authorities was a most unaccountable procedure. It was hard to believe that such a step was in contemplation, even after it was known late in the day of April 20, 1861, that some of the ships at its wharves had been scuttled and were sinking. Virginia it is true had just passed the ordinance of secession, but had not yet joined the Confederate States of the South; which latter it is not denied was in a state of *quasi* war with the Federal government. Virginia had not, nor as a matter of fact had the Confederate government, the means of capturing, or of even seriously menacing the Federals in their possession of this vast establishment. For let it be remembered that the frigate "Cumberland" with a full crew and

fully equipped, and also the receiving-ship "Pennsylvania," with batteries and men sufficient to work them, lay abreast the yard in position to effectually protect it and destroy the city of Portsmouth in case of an attempt to capture, or on the slightest demonstration against the yard.

The total destruction of the Navy Yard at Portsmouth though attempted was not accomplished, owing doubtless to the haste with which the Federals left; some of the store-houses and other buildings were consumed, together with large quantities of valuable store materials, etc. But many buildings remained intact; and very large quantities of costly materials, naval supplies, etc., were found uninjured.

The writer of this paper, by direction of the Governor of the State, made an inventory and report of all public property in the port of Norfolk and Portsmouth taken on the 21st of April, 1861, in the name of Virginia. His report, which is embodied in public document No. 25 of the proceedings of the Virginia Convention of 1861, shows the number and description of buildings that were left unharmed. Among these there were the commandant's dwelling, the commanders', surgeons', lieutenants' and masters' dwellings.

The foundry and its dependencies; the machine-shop, and its adjuncts; five large stores, used for the storage of naval supplies; several substantial structures used as workshops and other buildings, together with the dry dock, timber-dock and quay-wharves, cost, as shown in that report, \$2,944,800.

The ordnance left by the Federals in their hurried departure consisted of 1,085 pieces of heavy cannon with gun-carriages, breechings, blocks and tackle, and a large number of shells and stands of grape and various other articles of ordnance, equipment and stores in large quantities, including 250,000 pounds of powder, in all costing, as shown in that report, \$341,000.

Of provisions left, there were 11,089 pounds of bread, 991 pounds of pork, 674 barrels of

beef, flour, rice, sugar, coffee, tea, etc., costing \$38,763.

Of clothing and small stores there were pea-jackets round-jackets, trousers, jumpers, shirts, blue flannel, Barnsley sheeting, etc., which cost \$50,296.

General naval supplies and materials of various kinds and descriptions, in large quantities and of great value in time of war. Their cost is reported at \$1,488,223. Among the valuable supplies, there were large quantities of timber and timber materials of all kinds. Copper in sheets and in bolts. Iron in sheets and in bars. Anchors and chains, canvas, and a vast amount of miscellaneous articles in great variety and of inestimable value.

On July 1, 1861, Virginia having by compact become one of the Confederate States of America, Governor Letcher directed the transfer of the Portsmouth Navy Yard, with everything therein and thereto belonging, to the Confederate government, and this was accordingly done as of July 1, 1861.

In the interval between April 21 and July 1, that is to say during the period Virginia exercised control of the Navy Yard, the expenditures of supplies were very large, especially in ordnance and ammunition, as will be seen by reference to the inventory report above referred to.

I consider it proper to record these expenditures; and in doing so I deem it best to give the same in detail rather than in gross, because it may be interesting to future readers to know the particular points in the State and elsewhere that were fortified with guns sent from the Portsmouth Navy Yard. The "Inventory Report" shows that during the period the Navy Yard was officered and controlled by Virginia, there were sent from that yard the following ordnance and ordnance supplies, viz:

TO BATTERY AT NAVAL HOSPITAL.

5 32-pounders of 51 cwt.

8 32-pounders of 57 cwt.

2 8-inch guns of 55 cwt.

With carriages and other equipments and ammunition.

To BATTERY AT CRANEY ISLAND.

4 32-pounders of 51 cwt.
 8 32-pounders of 57 cwt.
 10 8-inch guns.
 7 9-inch guns.
 1 10-inch gun.
 With carriages complete.

To BATTERY AT NAVAL MAGAZINE, FORT NORFOLK.

8 9-inch guns of 91 cwt., with carriages complete.

To BATTERY AT BOUSH'S BLUFF.

5 32-pounders of 42 cwt., with carriages, etc., complete.

To BATTERY AT PINNER'S POINT.

7 32-pounders of 57 cwt., with carriages, etc., complete.

To BATTERY AT PIG POINT.

4 32-pounders of 42 cwt.
 8 32-pounders of 55 cwt.
 2 8-inch guns of 57 cwt.
 With carriages, etc., complete.

To RICHMOND, VIRGINIA.

10 9-inch guns of 91 cwt.
 4 8-inch guns of 63 cwt.
 42 32-pounders of 33 cwt.
 2 32-pounders of 27 cwt.
 6 9-inch guns of 91 cwt.
 2 32-pounders of 57 cwt.
 12 42-pounders of 27 cwt.
 6 8-inch guns of 63 cwt.
 15 32-pounders of 61 cwt.
 2 9-inch guns of 91 cwt.
 2 32-pounders of 27 cwt.
 13 32-pounders of 47 cwt.
 6 9-inch guns of 91 cwt.
 14 32-pounders of 61 cwt.
 With carriages, etc., complete.

To RICHMOND, VIRGINIA, FOR GENERAL BEAUREGARD.

8 32-pounders of 27 cwt.
 1 32-pounder of 42 cwt.
 5 32-pounders of 57 cwt.
 1 32-pounder of 47 cwt.
 1 32-pounder of 91 cwt.
 With carriages, etc., complete.

To CAPT. R. G. ROBB AT FREDERICKSBURG, MARYLAND.

4 32-pounders of 27 cwt., with carriages, etc., complete.

To KEMPSVILLE, VIRGINIA.

1 12-pounder brass gun.

1 9-pounder brass gun.
 With field carriages and ammunition.

To SEABOARD & ROANOKE RAILROAD.

1 27-pounder of 32 cwt., with carriage, etc., complete.

To GENERAL BEAUREGARD AT CHARLESTON, SOUTH CAROLINA.

12 32-pounders of 61 cwt.
 12 42-pounders of 80 cwt.
 12 32-pounders of 57 cwt.
 3 old English guns, 10,304 lbs.
 With carriages, etc., complete.

To SAVANNAH, GEORGIA.

10 32-pounders of 80 cwt., with carriages, etc., complete.

To CAPTAIN THOMAS AT BALTIMORE, MARYLAND.

20 24-pounder of 33 cwt.
 20 32-pounders of 61 cwt.
 With shot, shell, etc.

To PENSACOLA, FLORIDA.

10 32-pounders of 80 cwt., with carriages, etc., complete.

To R. P. PUGH AT MEMPHIS, TENNESSEE.

5 32-pounders of 33 cwt., with carriages, etc., complete.

To COMMANDER ROUSSEAU AT NEW ORLEANS, LOUISIANA.

8 8-inch guns.
 13 32-pounders of 47 cwt.
 2 9-inch Dahlgren guns.
 With carriages, etc., complete.

To TENNESSEE.

32 32-pounders of 61 cwt., with carriages, etc., complete.

To LIEUT. GEORGE T. SINCLAIR AND BY HIM SENT TO ARMY SOUTH.

8 8-inch Dahlgren guns of 63 cwt.
 1 9-inch Dahlgren gun of 91 cwt.
 6 32-pounders of 27 cwt.
 10 32-pounders of 61 cwt.
 9 42-pounders of 70 cwt.
 With carriages, etc., complete.

To GENERAL GWYNN AND TAKEN TO NORTH CAROLINA.

4 32-pounders of 27 cwt.
 2 32-pounders of 42 cwt.
 26 32-pounders of 61 cwt.

10 32-pounders of 46 cwt.
10 8-inch guns of 63 cwt.
With carriages, etc., complete.

TO NORFOLK CITY.

3 32-pounders with fixtures and ammunition.

TO BATTERY AT SEWELL'S POINT.

6 9-inch guns.
5 32-pounders of 57 cwt.
3 32-pounders of 27 cwt.
With carriages, etc., complete.

TO BATTERY AT LAMBERT'S POINT.

6 32-pounders of 57 cwt., with carriages, etc., complete.

TO GENERAL GWYNN TO BE TAKEN TO NORTH CAROLINA.

13 32-pounders of 61 cwt.
29 32-pounders of 41 cwt.—Shubrick guns.
1 4-pounder, numbered 90.
1 32-pounder, numbered 6.
1 32-pounder, no mark.

TO GENERAL GWYNN TO BE TAKEN TO FORT MACON, GEORGIA.

10 32-pounders.—Shubrick guns.
6 32-pounders of 51 cwt.
1 32-pounder of 61 cwt.
1 32-pounder of 27 cwt.
With carriages, etc., complete.

TO GENERAL GWYNN TO BE TAKEN TO NORTH CAROLINA.

73 32-pounders of 61 cwt.
6 32-pounders of 57 cwt.
10 32-pounders of 47 cwt.
1 8-inch gun of 63 cwt.
With carriages, etc., complete.

TO BATTERY AT BURWELL'S BAY.

5 32-pounders of 57 cwt.
1 9-inch gun.
With carriages, etc., complete.

TO BATTERY AT POWELL'S POINT.

4 32-pounders of 42 cwt., with carriages, etc., complete.

TO CITY POINT.

1 32-pounder of 51 cwt., with fixtures, etc., complete.

On or about April 30, 1862, Capt. Sidney Smith Lee, C. S. Navy, who had succeeded

Commodore Forrest in the command of the Portsmouth Navy Yard, notified me that the Secretary of the Navy, accompanied by the Secretary of War, would arrive from Richmond on that day at about 1 P. M. At about 2 P. M. a message that the Secretary wished to see me came from the commandant. At that time I occupied the position of C. S. naval storekeeper, and as such had in charge all the naval supplies in the yard except ordnance and ordnance stores.

I met the Secretary of the Navy, Hon. Stephen R. Mallory, at the door of the commandant's dwelling and on his invitation proceeded with him to a private room in the commandant's house, when the Secretary at once communicated to me the startling intelligence, that it had been determined to evacuate Norfolk, Portsmouth and the Navy Yard, adding that his visit here was for the purpose of communicating this important fact to Captain Lee and myself, and to consult as to the removal of the naval supplies to some place of safety. The Secretary stated that the evacuation of Norfolk became necessary because of the movements of the two great confronting armies on the Peninsula. General McClellan in command of the Federals had assembled a large army in front of General Johnston, who commanded the Confederates and whose forces were in numbers greatly inferior to McClellan's. That on this account and also for strategic reasons, General Johnston had decided to fall back slowly to within a few miles of Richmond and would begin his retrograde movement on that day, April 30th. The Secretary continuing said General Johnston calculated that in about three weeks McClellan would reach a point on the James River where he could easily throw a force across on the south side of the river and thus effectually cut off Norfolk. General Huger's troops, 15,000 strong, were stationed at and around Norfolk and Portsmouth. They would be needed by Johnston in the battle he proposed to make with General McClellan when the proper time arrived. It was necessary therefore that Huger should retire before the

movement of McClellan across the James River could be accomplished and thus save his army for service with Johnston.

In the meantime, that is to say from that day, the 30th of April, and the day on which Huger under orders from Johnston should retire from Norfolk, he wished the naval supplies of the station, or as many of them as could be removed, sent forward to some safe place in the interior. He states that both General Huger and the commandant of the yard would afford me all the transportation facilities at their command. For obvious reasons, Charlotte, North Carolina, was selected as the place for the storage of these supplies and for the distribution of the same as needed to other points in the South. Shipments to Charlotte of these supplies were immediately begun and were continued day and night; care being taken to ship first such articles as were considered essential in time of war and of which the Confederates stood most in need. On the 10th day of May, 1862, the Confederates were forced to anticipate the time fixed by General Johnston's plans for the evacuation, and on that day the last train of cars containing naval stores and also the officers of the yard left the outer depot at Portsmouth. The officers proceeded via Weldon to Richmond and the writer continued on the supply train to Charlotte.

The incident that compelled the evacuation on May 10, 1862, is known in history. Early in the morning, before sunrise, James Byers, master of the steam-tug "J. B. White," a boat that had a short time previously been employed by Maj. James F. Milligan, C. S. Signal Corps, deserted to the enemy at Fortress Monroe. Byers, it was not doubted, would reveal the situation of affairs in and around Norfolk to the enemy, who seeing his opportunity would be sure to lose no time in landing troops at

some advantageous point and proceed to capture Norfolk, Portsmouth and the Navy Yard. General Huger, the commanding general, in anticipation of such a movement by the Federals, and realizing the fact that he was then in no condition to successfully resist an attack, concluded to evacuate with all possible dispatch. Orders to this effect were accordingly given and as before stated the last train of cars with naval supplies left Portsmouth on that day. And thus the evacuation by the Confederates begun April 30th and was ended May 10, 1862.

WILLIAM H. PETERS.

PORTSMOUTH, VA., October, 1891.

John W. H. Porter, in his history, says, referring to the situation after the Federal evacuation: "In the Navy Yard everything was activity. Hundreds of skilled mechanics who had enlisted in the army were detailed to work there. Work was commenced on the 'Merrimac' on the 12th of July, 1861, and several other vessels were being built. The 'Richmond,' an iron-clad, to carry four guns, built with slanting roof like the shield of the 'Merrimac,' but with ends above the water-line and protected like the shield, was launched, as were the 'Hampton' and 'Nansemond,' two 2-gun boats; and the 'Escambia' and 'Elizabeth,' two light-draft, iron-protected gunboats, to carry two guns each, were also commenced, and later another of the same character, called the 'Yadkin'. Some work was done on the 'German-town' and 'Plymouth' also,—towards fitting them out the machine-shops and foundries were being run to their utmost capacity. Numerous 32-pound Dahlgren guns were rifled and banded, the ones with which Captain Fairfax so successfully contended against the frigate 'Savannah,' and were sent to different batteries around the harbor and to other localities."

CHAPTER XXVII

THE UNITED STATES NAVY YARD

IMPROVEMENTS—SIMPSON DRY DOCK—NAVAL CONSTRUCTOR BOWLES' ADMINISTRATION—BUILDING THE "RALEIGH" AND "TEXAS"—INTERNATIONAL COLUMBIAN NAVAL RENDEZVOUS—FITTING OUT SHIPS FOR WAR WITH SPAIN—RECORDS OF REPAIR AND CONSTRUCTION WORK—THE "RALEIGH" AND "TEXAS" IN THE SPANISH-AMERICAN WAR—CONGRESSIONAL MEDALS AWARDED—U. S. NAVAL HOSPITAL—TROPHIES IN NAVY YARD PARK—COMMANDANTS OF THE NAVY YARD.

After the repossession of the yard by the Federals, Capt. John W. Livingston was on the 20th of May, 1862, ordered to its command and he soon commenced repairing damages and putting it in order. There was no ship-building in the yard until the rebuilding of the "Galena," which was launched March 8, 1875, and building of the "Alliance," launched March 13, 1879, under the administration of Naval Constructor John W. Easby. The latter ship is still in service; the "Galena" was lost in a gale off the coast of Massachusetts in 1891.

The importance of this Navy Yard has been known for many years and at last it is beginning to be brought up to a standard of efficiency gratifying to the people of Norfolk County and the country at large. Commodore D. B. Harmony, Chief of the Bureau of Yards and Docks, in his report dated October 15, 1887, says: "The importance of the yard, with its fine position, mild climate, and abundant natural resources within control, cannot be overestimated, and it is earnestly recommended that every opportunity should be taken to make its equipment ample in all particulars."

On February 2, 1887, at the Norfolk Branch of the U. S. Naval Institute in a discussion, Capt. George C. Remey, U. S. Navy, said: "Having regard solely to geographical location and site, I regard the Norfolk Navy Yard as the first in importance of all the navy yards belonging to the government. Believing this to be so, I think it is the duty of the Virginia Representatives in Congress to urge and insist that ample appropriations be made to make the present yard a first-class dockyard. To do this will require a comparatively large expenditure of money, but the day may come, and be not far distant, when such expenditure would be regarded as a wise one.

"It seems to me, if the Virginia Representatives in Congress would endeavor to enlist all the Representatives in Congress from the South to advocate a modern dockyard, to be made of the present yard, that appropriations looking to this might be secured if for no other argument than that this yard is practically the only one in the South. Having this in view, it would be the duty of the Navy Department, and I do not doubt a pleasure, to elaborate

plans so that all improvements made would be done systematically, looking to a modern dockyard as the result.

"Regarding the facilities for obtaining iron and steel, it is evident from common report they will be produced and manufactured in large quantities in the States of Alabama, Georgia and Mississippi.

"Statements have been lately made in the public press that iron and steel can be produced in Alabama cheaper than elsewhere in this country. Whether this now be so or not, it is evident to the careful observer that iron and steel are rapidly becoming most important interests in these States."

SIMPSON DRY DOCK.

The formal opening of the Simpson Dry Dock took place on the 19th of September, 1889. Long before the time ordered for the opening the people began to gather and when the hour arrived about 2,000 were assembled around the dock, most of whom were ladies, and the scene presented quite a holiday air. Just 56 years, three months and two days previous, the stone dry dock was opened in the presence of a large crowd. The great ship "Delaware" was the christening ship for that dock and for this the trim little ship "Yantic."

She presented an animated and handsome picture, trimmed from stem to stern with the flags of all nations, and the Naval Post Band, making the occasion harmonious with some of the liveliest airs. The work of flooding the dock commenced at 9:33 o'clock A. M., and a few minutes before 12 M. the "Yantic" of 900 tons, swung around and was moored in the dock under her own steam, after which the work of pumping the dock out was commenced and finished about 2:30 o'clock P. M., some little delay occurring in trimming the vessel. The ship settled nicely down on the blocks and was greatly admired for the beauty of her model. She was docked by Master Shipwright William F. Smith and the Simpson force of workmen.

The construction of this dock was commenced in December, 1887. The time limit expressed in the contract was two years, but the time consumed was only 21 months, and had it not been for a flood in April, the structure would have been ready to receive a vessel in July.

The dock is built upon pile foundations throughout, the floor piling being driven in rows, spaced three feet between centers transversely and four feet longitudinally, upon which heavy fore-and-aft timbers of Georgia pine are fitted longitudinally. Upon these fore-and-aft timbers placed transversely four feet between centers, are firmly secured heavy Georgia-pine floor-timbers. Upon these floor-timbers are laid longitudinally Georgia-pine planking, thus forming the working floor. The keel blocks are additionally supported by four rows of piles and capped with heavy Georgia-pine timber, running fore and aft to the dock. The heads of all foundation piles are also inclosed in a continuous bed of Portland cement concrete, which concrete also fills all spaces between timbers and rises to the planking or working floor. Open concrete drains or sluiceways are provided on each side of the keel-way beneath the floor-timbers, leading to the drainage culvert and well near the entrance of the dock. The sides and head of the dock have an inclination of about 45 degrees; the altars, or steps, are all of Georgia-pine timber, having a rise of eight inches and a 10-inch head, securely bolted to sidebrace timbers, which are supported by piles and abut upon the ends of the floor-timbers. The altars are locked with clay-puddle, as the sides are built up, and the five upper courses of altars and the coping are thoroughly treated with wood-creosote oil. The bilge-blocks slide upon oak bearers placed upon every third floor-timber. The iron caisson for closing the dock bears against rubber packing, attached to sill and abutments the whole length of the keel and stem, no grooves being used. Two gate or caisson sills are provided, the outer one for use in repairing the main or inner sill. Means of egress and in-

gress are provided by the continuous altars, or steps, of the dock, thus materially aiding dispatch and economy in the work of repairs to vessels occupying the dock. The dimensions of this dock are as follows:

Length over all coping.....	530	feet.
Length over all inside of caisson.....	500	feet.
Width on top amidship.....	130	feet.
Width on floor amidship.....	50	feet.
Width on floor at entrance.....	53	feet.
Width on top at entrance.....	85	feet.
Depth of gate-sill below coping.....	30½	feet.
Depth of gate-sill below high water.....	25½	feet.

The machinery for operating the dock consists of two centrifugal-pumps, each 42 inches in diameter, driven by two vertical engines 28 inches in diameter of cylinder by 24 inches stroke, with adjustable cut-offs, steam power being furnished by three steel Scotch boiler 13 feet in diameter and 11 feet long.

These pumps have a capacity of 80,000 gallons per minute, enabling the dock to be emptied of water (without a vessel) in about 90 minutes and with a vessel of moderate displacement in much less time. The dock is filled by means of culverts running through the caisson; there are eight flood gates 22 inches in diameter, operated by handwheels on the pump-deck of caisson.

The contract price of this dock complete was \$500,000.

BUILDING OF THE "RALEIGH" AND "TEXAS."

The year 1889 saw the beginning of work on the great ships which have since played an important part in American naval war history. On June 1st work was begun on the "Texas," and Naval Constructor Francis T. Bowles bent all his energies not only to build three powerful ships,—“Texas,” “Amphitrite” and “Raleigh,”—but to make the yard reach the high standard of efficiency which it has eventually attained.

The “Raleigh” was launched on the 31st of March, 1892. The history of this vessel and of her sister-ship, the “Cincinnati,” which was built at the Brooklyn Navy Yard, is interesting. They were authorized by Congress as

vessels of about 3,000 tons displacement, under the Act of September 7, 1888. The limit of price for each, exclusive of armament and of bonus for extra speed, was fixed at \$1,000,000.

The plans were duly made, and called for an average speed of 19 knots, maintained for four consecutive hours, with a premium of \$50,000 for each quarter-knot additional, and a deduction of the same amount for each quarter-knot of deficiency. When the House Naval Committee reported in favor of building the “Raleigh” and “Cincinnati,” it described them as follows: “The 3,000 ton vessel will be large enough to carry an efficient armament, and provide comfortable quarters for officers and men, with fuel to steam ten or twelve thousand knots at 10 knots an hour. We hope to get in these cruisers 20 knots speed, but have fixed the guaranty of the contractors at 19 knots as a margin for safety.” But when during the summer of 1889, proposals were opened for these two vessels, it was found that the bidders, so far from expecting to earn a bonus of \$200,000 by getting a speed of 20 knots, were unwilling to guarantee even 19 knots, except at a price higher than the one fixed by Congress. Accordingly Secretary Tracy promptly decided to take advantage of the provision in the Act for building these vessels in the Navy Yard should the bidding be unsatisfactory. Number 7, the “Cincinnati,” was assigned to the Brooklyn Navy Yard, on the site where the “Tennessee” and “Java” were built, while No. 8, the “Raleigh,” was assigned to the Norfolk Navy Yard, on the slip north of the one used for the “Texas.” The chief constructor gave orders to begin work on the “Raleigh” under date of September 25, 1889. The first keel-plate was laid the 19th of December, 1889. In pursuance of the plan of naming second-class ships after cities, the President decided that cruiser No. 8 should be called the “Raleigh.” She has a length of 300 feet on the load water-line and an extreme breadth of 42 feet. At her mean normal draught of 18 feet of sea-water, her displacement is about 3,180 tons, the maximum

draught then being about 19 feet. She has two sets of engines, working two screws. It was estimated that her engines would develop 10,000 indicated horsepower at full power, with a steam pressure of 160 pounds. This drives the ship at 20 knots. Her coal supply at normal draught is 400 tons, the bunkers hold 675 tons and with this supply she can steam 1,500 miles at full power, or 10,500 at 10 knots, her most economical speed. The engines are of the triple-expansion, vertical, inverted, direct acting type with two low-pressure cylinders. Her cylinders are 36, 53 and 57 inches in diameter, with a common stroke of 33 inches. Steam is supplied by four double-ended boilers, and two single-ended ones to be used as auxiliaries. The grate surface is 597 square feet and the heating surface, 19,382 square feet. The closed ash-pit system of forced draught is used. The condensers have each 7,000 square feet of cooling surface. The revolutions at full power are 164 per minute.

The main and auxiliary engines occupy four water-tight compartments, and the boilers, four others. The water-tight subdivisions at the ends of the ship are very complete. The protective-deck is one inch thick on the flat, two inches on the slopes at the ends and $2\frac{1}{2}$ inches on the slopes amidships. A coffer-dam, to be filled with woodite, or cellulose, extends around the ship in the wake of the water-line on the protective deck. The ship has poop and fore-castle-decks, with an open gun-deck between the bridges extending along the tops of the hammock berthings, connecting the poop and fore-castle. The rig is that of a two-masted schooner, spreading 7,210 square feet of sail. The boats are stored on skid-beams between the two fore and aft bridges.

The main armament consists of one 6-inch B. L. R., mounted on the fore-castle, and having an arc of train of 270 degrees from quarter to quarter; 10 5-inch rapid-firing guns—two mounted on the poop and the after two on the gun-deck train from right astern to 60 degrees forward of the beam, the two forward ones on the gun-deck train from right ahead to 60 de-

grees abaft the beam. The auxiliary armaments consists of eight 6-inch rapid-firing guns mounted, four over the forward and after sponsons on fore-castle and poop, two on gun-deck forward, and two on the gun-deck amidships; four 1-pounders mounted, two on gun-deck aft (in captain's after-cabin), and two on the bridges; two Gatlings mounted on the tops. The forward and the after 5-inch guns on the gun-deck are protected by 4-inch armor. The other sponsons have 1-inch armor plates. The conning tower is two inches thick, as well as the tube leading from it to the protective-deck. There are six above-water torpedo tubes; fixed ones ahead and astern, and the training ones on each bow and quarter.

The tubes are of the Howell pattern, using gunpowder to project the torpedo. The ship is lighted by electricity, the plant consisting of two engines and dynamos, each with an output of 200 amperes at a constant potential of 80 volts. In addition to all necessary lights for illumination and signaling, there are three Mangin searchlight projectors. The lights are arranged in sections on independent conductors, all controlled from a switch-board in the dynamo-room, so arranged that either of the dynamos can be put on any or all of the arc or incandescent circuits.

The engine-power of the "Raleigh" was relatively larger than that of any other vessel of the U. S. Navy except the "Vesuvius" and torpedo boats, occurring as it does in conjunction with a larger battery power, necessitating a larger crew. The complement is about 320,—24 officers, 34 marines and a crew of 266. The rudder is partially balanced. Its weight is about seven and a half tons. The ordinary right and left steering gear is used, actuated by a powerful steam steering-engine below the protective deck. She cost \$1,641,915.74. The actual weight of the ship when launched was 1,140 tons. The "Raleigh" was the first vessel of the new navy to be built complete by the government.

Naval Constructor Francis T. Bowles was congratulated for the beautiful launch and the

successful manner in which the ship was built.

The U. S. battle-ship "Texas," now one of the most historic figures in America's new steel navy, was launched from our Navy Yard on the 28th of June, 1892, at 11:17 o'clock A. M., in the presence of a vast concourse of people. The rain was pouring down and the Navy Yard was literally a sea of umbrellas.

Miss Madge Williams of Texas, who had been selected to christen the ship, was dressed in a navy blue yachting suit, trimmed with braid. A large golden star, symbolic of the State she represented, was worked on the collar, and a smaller one on the front of her "chic" yachting cap. On the launching platform were Miss Madge Williams and her mother, Lieut. Hillary P. Jones, Commander W. S. Cowles, U. S. Navy, Commodore A. W. Weaver, commandant of the Navy Yard, Passed Assistant Engineer Kenneth McAlpine, Assistant Surgeon Shirley Hope, R. E. Glassett, Hon. George E. Bowden, S. S. Nottinham, Mayor S. Marx and Mayor-elect A. B. Cooke of Norfolk, W. J. Rodgers, Capt. B. P. Loyall, Capt. W. R. Mayo, W. S. Langhorne, Dr. James Parrish, O. V. Smith, Esq., Col. Harry Hodges, Capt. William H. Murdaugh, Postmaster A. H. Lindsay, John C. Niemeyer, Capt. James W. McCarrick, J. G. Fiveash; the commanding and other officers of the Brazilian man-of-war "Almirante Borroso," and a number of ladies. All the steamers in the harbor were gaily dressed in bunting. Miss Williams with the bottle in her hands stood with Commander Cowles on her right and Lieut. Hillary P. Jones on her left and at a signal from Naval Constructor Francis T. Bowles as the "Texas" started slowly to glide into her native element, Miss Williams broke the bottle and in a clear voice cried: "I christen thee Texas." Then amidst the hurrahs and yells, the tooting and screeching of steam whistles and the playing of the band, the ship shot with great rapidity to the water, snapping immense hawsers as though made of paper twine, until her headway had been checked, the whole time being only 46

seconds. The ship was swung around with lines, and tugs fastened on and towed her around to the dock. The launching was a grand success, there not being the slightest hitch in any particular, and was a noted event in the career of Naval Constructor Francis T. Bowles, now the Chief Constructor of the Navy.

The U. S. S. "Texas" is a steel-armored, twin-screw, second class battleship of 6,335 tons normal displacement; length between perpendiculars, 290 feet; extreme breadth, 64 feet one inch; molded depth 39 feet eight inches; designed draught of water forward 22 feet; designed draught of water aft 23 feet; the mean draught will be 22 feet six inches. When carrying about 500 tons of coal, she can steam 1,110 miles at her estimated highest speed 17 knots, or 8,500 miles at 10 knots. There is bunker capacity, however, for 450 additional tons. The main armament consists of two 12-inch breech-loading guns, each weighing 46 1-2 tons, mounted in two turrets *en echelon*,—one being on the starboard side aft, the other on the port side forward,—having a complete broadside range on their respective sides, the forward or port gun also having a range of 40 degrees on the starboard side, and the after gun 70 degrees on the port side; with six 6-inch breech-loading guns, one mounted forward and one aft on the upper deck, as bow and stern-chasers, each having a range of 120 degrees, the others being mounted in sponsons on the main-deck. The secondary battery consists of four 6-pounder and four 3-pounder rapid-firing guns, with four 47-pounder Hotchkiss guns, all mounted on the gun-deck behind 1½ inch plating; two Gatling guns and two Hotchkiss guns mounted on the bridge, the same in military tops, and two 3-pounder rapid-firing guns on the flying bridge. There are six torpedo tubes, one in the bow, one in the stern and two on each side; a strong ram bow adds to her effective powers.

The turrets are armored with 12 inches of steel and their bases with 12 inches of steel, which also protects the hydraulic machinery



THE SPANISH CRUISER "REINA MERCEDES" IN THE SIMPSON DRY DOCK.



THE U. S. S. "TEXAS."



THE U. S. SUBMARINE BOAT "HOLLAND" IN THE STONE DRY DOCK.



GUNS TAKEN FROM THE SPANISH CRUISER "ALMIRANTE OQUENDO",—IN NAVY YARD PARK.



THE U. S. SUBMARINE BOAT "HOLLAND" IN THE STONE DRY DOCK.



STERN-PLATE OF U. S. S. "SAN FRANCISCO," SHOWING THE HOLE CAUSED BY A SHOT FIRED FROM MORRO CASTLE, WHICH WAS THE LAST SHOT FIRED DURING THE WAR WITH SPAIN.

for working the guns, and the smoke-pipe casings. A belt of steel armor 12 inches thick, extending two feet above the designed water line, $4\frac{1}{2}$ feet below it and 116 feet in length, protects the boilers and engines. A protective-deck of 2-inch steel is laid above the armor-belt; beyond this belt it is inclined downward toward the extremities and sides and is three inches thick on the slopes. At the ends of the belt are diagonal armored-bulkheads of 6-inch steel pointed toward the bow and stern, whose oblique surface afford additional protection. This protective-deck carries the massive supports for the redoubt on the deck above and have coal bunkers at the side and extending athwartship which protect this support; all the hatches and openings on this deck have cofferdams. The top of the redoubt is covered with a 2-inch steel deck; the redoubt is continuous, and is accessible only from the protective-deck and is built on the cellular system. A double bottom extends under the engines, boilers and magazines, and is divided both longitudinally and transversely into numerous water-tight compartments. This double bottom is continued fore and aft by the floors of store-rooms, etc., and the extremities are arranged as trimming-tanks. The space between the double bottom and the protective-deck is subdivided into many water-tight compartments whose numerous bulkheads add to the ship's strength; there are 129 of these compartments, all connected to steam and hand-pumps by an extensive drainage system, thus minimizing the disastrous effects of the ram and torpedo; in the wake of the armor-belt, the ship has a triple skin as there is a wing passage outboard the coal bunkers. In the coal bunkers above the protective-deck there is a fore-and-aft water-tight bulkhead girder extending five feet above the water-line, giving the ship a triple skin to this height. The boilers and engines are contained in six water-tight compartments below the protective-deck, three on each side, with a central passage providing protective communication between the extremities of the ship; below this passage and between the boiler

er rooms are situated the magazines and shell-rooms. Above the turrets is a flying-deck for navigating the ship, on which boats are stowed; two second-class torpedo boats are carried in addition to the usual complement.

The ship is lighted throughout by electricity and carries two powerful electric searchlights and two smaller searchlights for boat use; ample ventilation of magazines, store-rooms and quarters is provided, also fresh water distilleries. There is a steam steering-engine below the protective deck and a steam capstan and windlass on the main and upper-decks forward.

The ship is driven by two sets of triple-expansion engines, of the vertical, inverted direct-acting type, capable of developing 5,800 horsepower with natural draft, and 8,600 with an air pressure of two inches of water. The engines occupy two water-tight compartments, each set having three cylinders 36, 57 and 78 inches in diameter, with a common stroke of 39 inches. There are four double-ended steel boilers 14 feet in diameter and 17 feet long, of the horizontal return-fire tubular type, each having six corrugated furnace-flues, total heating surface of about 17,000 square feet, total grate surface about 500 square feet; the working pressure is 150 pounds per square inch. All four boilers are connected to one smoke-pipe; the closed fire-room system of forced draught is used. The condensers are made entirely of composition and nuntz metal, with independent, circulating and air pumps.

Piston-valves are used for the high pressure and intermediate cylinders and a double-parted balance slide-valve on the low pressure, with double bar-links. The engine-framing and bed-plates are cut of cast steel; the hollow shafting, piston-rods, connecting-rods, and working parts are generally of forged steel. The propellers are four-bladed and 14 feet six inches in diameter. The machinery was built by the Richmond Locomotive & Machine Works, of Richmond, Virginia.

The "Texas" holds a prominent position in the development of the new navy. The major-

ity of the ships laid down prior to the "Texas" were more or less reproductions of the best cruisers built in Europe, but when the first battle-ship and armored cruiser were authorized, the Secretary of the Navy offered a prize of \$15,000 for the best design for either vessel, competition being thrown open to the world, as he desired to secure the best talent wherever found, judging that, although American constructors, engineers and ordnance officers had but slight experience at that time in designing such ships, their ingenuity and talent would keep the navy in the front rank for future work. The accuracy of the judgment is shown by the battle-ships and cruisers designed by these same officers not four years afterward, which excel anything designed abroad.

The construction of the "Texas" was authorized by Act of Congress approved August 3rd, 1886, and a circular embodying the conditions of the competition, the principal requirements and data, were issued August 21, 1886. Numerous designs were submitted, and in the spring of 1887 the board of naval experts unanimously decided that the best was that submitted by William John, an English naval architect of the highest reputation, who had recently died. Mr. John described his design in a paper read before the Institute of Naval Architects at its annual meeting in London in 1888, and it was favorably regarded by the eminent naval officers and constructors present. The same Act of Congress authorized the building of this battle-ship at a navy yard, and the Norfolk Navy Yard was selected. At that time it was entirely lacking in the mechanical appliances and other necessary facilities of a modern ship-building plant, and the workmen were totally inexperienced in building steel ships. Much time was necessarily occupied in forming the nucleus of a plant, and in organizing and instructing the workmen, and it was not until June 11, 1889, that the first keel-plate was laid. At this period, the manufacture of steel for ship-building purposes was but partially developed and the output of the steel makers could not supply the demand from public and private

shipyards. The material for each portion of a ship's structure is ordered of the dimensions required in the order in which it will be needed, and can only be used in its proper place; but the material was delivered so irregularly that many vexatious delays ensued.

The stern-post was ordered in July, 1889, but it was not completely delivered until August, 1890, more than a year afterward, thus necessitating suspension of the work on the after portion of the ship during this long period; the steel plates for the protective-decks were ordered in November, 1889, the contract requiring them to be delivered in 60 days thereafter, yet they were not half delivered until June, 1890, and the order was not completed until May, 1891; during this long period the greater portion of the work to be done above the protective-deck was necessarily at a stand-still; at the time of the launching, none of the armor had been received:

The contractors for the structural plating of the "Texas" caused excessive delays by their irregular deliveries. Six months after the beginning of the "Texas," the cruiser "Raleigh" was laid down and launched in March and the double turreted monitor "Amphitrite" had been rebuilt and made ready for her armor, though none of it had been received up to this time. That this could be done is an evidence of the rapidity with which the plant and organization had been advanced; and at that time the workmanship at the Navy Yard was unsurpassed and the largest battle-ship could be built with economy and dispatch. The "Texas" was the first battle-ship of the new steel navy; a single shot can totally disable a cruiser, but the armored battle-ship has much greater endurance and can take the risk of receiving the fire of heavy guns, knowing that the vitals of the ship are protected by armor.

In cruisers armor is sacrificed to speed and coal endurance, and they are expected to use their superior speed to escape from more powerful ships. In battle-ships speed is sacrificed to armor and armament; two or more large guns are carried, and the loading mechanism,

crew and machinery are protected from immediate destruction by armor; they are expected to take part in hotly contested sea-fights, where hard blows and stubborn endurance will win the day. The battle-ship differs from the monitor in carrying the heavy guns high above the water so that they can be used in all ordinary weather at sea and in carrying numerous additional breech-loading and rapid-firing guns. The space not occupied by these guns affords commodious quarters for the crew; the monitor's heavy guns can not be used in rough water and only a few of the smallest rapid-firing guns can be carried. The structure of a battle-ship is far more complete than that of a cruiser. Not only is there a far more extensive subdivision, but there are the supports and strengthening for armor and armament and the mechanism for loading and manipulating the guns, all of which must be light and yet amply strong.

THE INTERNATIONAL COLUMBIAN NAVAL RENDEZVOUS.

The great International Columbian Naval Rendezvous in Hampton Roads, celebrating the 400th anniversary of the discovery of America by Christopher Columbus, was an event which will long be remembered by the inhabitants of Norfolk County; never before had such a grand naval pageant been beheld on the waters of the "King's Chamber."

On the 25th of April, 1890, Congress authorized the President to extend invitations to foreign nations to send ships or war to join the United States Navy Yard in rendezvous at Hampton Roads and proceed thence to the review. Pursuant to this, the 26th of April, 1893, was announced as the date fixed for the rendezvous. Another Act of Congress provided for the construction in Spain of reproductions of two of the caravels of Columbus in order that they might be a feature of the review and a third caravel, a duplicate of the largest vessel of Columbus, the "Santa Maria," was built by the Spanish government and sent across the Atlantic to participate in the celebration.

Rear-Admiral Bancroft Gherardi was directed by the Secretary of the Navy to assume command on the 1st of March, 1893, of the fleet for the naval review and he directed the organization of the United States fleet. Commander-in-chief, Rear-Admiral Bancroft Gherardi, U. S. Navy; commanding First Squadron, Rear-Admiral A. E. K. Benham, U. S. Navy; Commanding Second Squadron, Rear-Admiral John G. Walker, U. S. Navy.

FORMATION.	NAME OF SHIP.	TYPE.
Flag of Commander-in-Chief, Dispatch Boat,	"Philadelphia," "Cushing."	Protected cruiser Torpedo boat
FIRST SQUADRON.		
SECTION No. 1.		
1. Leader,	"Newark" (flag),	Protected cruiser
2. Mate,	"Atlanta,"	Partially Protected cruiser
SECTION No. 2.		
3. Leader,	"San Francisco,"	Protected cruiser
4. Mate,	"Bancroft,"	Gun vessel
SECTION No. 3.		
5. Mate,	"Bennington"	Cruiser
6. Leader,	"Baltimore,"	Protected cruiser
SECOND SQUADRON.		
SECTION No. 4.		
7. Leader,	"Chicago" (flag),	Partially Protected cruiser
8. Mate,	"Yorktown,"	Cruiser
SECTION No. 5.		
9. Leader,	"Charleston,"	Protected cruiser
10. Mate,	"Vesuvius,"	Dynamite-gun vessel
SECTION No. 6.		
11. Mate,	"Concord,"	Cruiser
12. Leader,	"Miantonomoh,"	Double- turreted Monitor

By the end of March the "Philadelphia," "Atlanta," "Baltimore," "Chicago," "Yorktown," "Charleston," "Vesuvius," "Concord" and "Cushing" were assembled at Hampton Roads. The rest of the United States vessels arrived early in April except the "Miantonomoh," which did not join the fleet until it arrived in the Hudson River. The two caravels, "Nina" and "Pinta" were towed from Europe to Havana, Cuba, by the "Newark" and "Bennington" and there turned over to the Spanish authorities. The "Santa Maria" was sent to Havana by the Spanish government.

When anchored at Hampton Roads in the rendezvous formation, upon the completion of some preliminary exercises for which they had been sent by squadrons to the mouth of Ches-

peake Bay, the United States ships lay on the north side of the Roads, the flagship "Philadelphia" being abreast of Old Point Comfort wharf, with the First Squadron to the eastward of her and the Second Squadron to the westward, the ships at single anchor and about two cables apart. The "Vesuvius" was given an inshore berth.

The first foreign ship to arrive was the Russian cruiser "General Admiral," on the 8th of April. The Russian cruiser "Rynda" arrived on the first and the Italian cruiser "Giovanni Bausan" as well as the French cruiser "Jean Bart," on the 16th of April, after which foreign ships came in from day to day until the 23rd of April, when the accession of the Brazilian squadron made the foreign fleet complete with the exception of the Russian flagship, "Dmitri Donskoi," and the Argentine cruiser "Nueve de Julio," both of which joined the assembled fleet in New York. The visiting ships on their arrival were berthed in two columns abreast of the United States fleet, but a little farther to the southward and arranged so the nationalities should be together. The national salutes were fired by the foreign ships coming into the roads and returned from Fortress Monroe.

On the 17th of April the English squadron, composed of the flag-ship "Blake," "Australia," "Magicienne," "Tartar" and "Partridge," under the command of Vice-Admiral Sir John O. Hopkins, K. C. B., came in and was assigned a position at the head of the foreign column, with the "Blake" abreast the "Philadelphia" and the "Partridge" at the seaward end of the squadron—the latter was ordered south two days afterward.

The French flag-ship "Arethuse," Rear-Admiral H. d'Abel de Libran, entered the Roads on the 19th and took her station at the head of the French squadron. The Italian flag-ship "Etna," Rear-Admiral G. B. Magnaghi, arrived on the 20th. The three vessels of the Spanish squadron, the "Infanta Isabel," "Reina Regente" and "Neuva Espana," each with a caravel in tow, stood in past the ships at anchor and then turning steamed back to their posi-

tion at the eastern end of the third column, abreast the English squadron, the caravels being berthed near them.

After getting well in past the columns of war-ships, one caravel, the "Santa Maria," had cast off her line. Then making all sail she stood down, before a moderate westerly breeze, between the United States ships and the second column, presenting a most interesting and picturesque sight. She was afterward taken to a berth near the Spanish flag-ship.

The fleet dressed ship on the 22nd in honor of the anniversary of the marriage of the King and Queen of Italy, and a national salute was fired at 8 A. M., at noon and at sunset. The dispatch vessel "Dolphin," designated as the reviewing ship, had joined the fleet on the 14th of April and had left on the 19th for Annapolis, Maryland, where Hon. Hillary A. Herbert, Secretary of the Navy, embarked. They arrived on the 22nd, flying the Secretary's flag. As she approached and stood in between the United States column and the visiting squadrons, salutes of 17 guns each, in honor of the Secretary, were fired by the fort on shore, by the "Philadelphia," and by each foreign flag or senior officer's ship. The salutes, fired in succession, were returned by the "Dolphin," those fired by foreign ships being returned gun for gun, with the flag of the foreign nation at the fore in each case. Immediately upon letting go her anchor the "Dolphin" dressed ship, as the fleet had done at 8 A. M. On the 23rd of April the Spanish squadron departed for New York with the caravels in tow. On the evening of the same day the Brazilian squadron arrived, under command of Rear-Admiral Julio de Noronha, this squadron comprising the "Aquidaban" (flag-ship), "Tiradentes" and "Republica."

While the ships were at Hampton Roads, entertainments to the foreign officers were given on board of the United States vessels and a grand ball was given at Norfolk.

International boat races took place at Norfolk and at Old Point Comfort, prizes for the winning crews being given by the citizens.

On the 24th of April the combined fleet

left Hampton Roads. For the United States fleet, which weighed anchor first, the preparatory signal to get under way was made at 8:45 A. M. At this time the ships were riding to the ebb, and the "Newark" had shifted from a berth next the "Philadelphia" to one at the eastern end of the column. The signal of execution was made at 9 o'clock A. M.

"The Newark" got under way and steamed at five knots along the northern side of the column, followed in succession by each ship of the United States fleet. This movement formed the fleet in column, natural order, heading to the southward of west, ships 300 yards apart between centers.

The "Philadelphia" got under way in time to take a position ahead of the "Newark." The "Dolphin," flying the Secretary of the Navy's flag, weighed and stood out independently, off the starboard bow of the "Philadelphia."

When the United States fleet was under way, well closed up, full speed—eight knots—was signalled, and before reaching Newport News Middle Ground the column counter-marched to port. The "Dolphin" stopped at the turn, while the United States fleet passed in review. Returning, the column passed between the visiting squadrons at anchor and Old Point.

The United States fleet then slowed to half-speed until the visiting squadrons got into their assigned positions when full speed was resumed.

The composition of the fleet as it sailed from Hampton Roads was as follows:

PORT COLUMN.	NO. OF SHIPS.	STARBOARD COLUMN.	NO. OF SHIPS.
United States.....	12	England.....	4
Holland.....	1	Russia.....	2
Germany.....	2	France.....	3
—	—	Italy.....	2
Total.....	15	Brazil.....	3
		—	—
		Total.....	14

In this order, with an interval of 600 yards between the two columns, and with the ships in each column separated by distances of

300 yards, the combined fleet of eight nations stood out from the capes of the Chesapeake Bay and shaped an offshore course for New York.

Naval Constructor Bowles, on July 9, 1894, reported the progress of work on the "Texas," "Amphitrite" and "Kaleigh," together with a tabular statement as to repair work on the "Atlanta," "Bancroft," "Charleston," "Concord," "Constellation," "Detroit," "Dolphin," "Essex," "Fern," "Miantonomoh," "Monongahela," "Montgomery," "Newark," "Nantucket," "Portsmouth," "Standish," "Vesuvius," "Wyandotte," "Wahnetta" and yard launches. He also made suggestions for various improvements in the yard, as follows:

(1) Dry dock No. 1 (stone-dock) is limited in capacity to vessels of the size of the "Atlanta," and if lengthened 100 feet could be used for all the cruiser class of vessels, which would increase its usefulness to a very large extent.

(2) Dry dock No. 2 is so constructed at the gate that it can not be used for docking the battle-ships now building, and it will be exceedingly dangerous to attempt the docking of the "Texas" or armored cruisers in this dock when at the load-draft. An additional dry dock of sufficient size for these vessels is recommended, and the importance and necessity of beginning at the earliest possible moment the construction of such a dock at this navy yard can not be overestimated. An available and desirable site adjoins dry dock No. 2.

(3) The difficulty of berthing ships at this navy yard, owing to insufficient wharfrage, has been frequently experienced during the past year, and the necessity for berthing ships at a considerable distance from the shops has delayed and increased the cost of the work of repairs. It has occurred several times during the past year that both dry docks were in use, and every berth at the wharves occupied. On two occasions it was necessary to berth a ship at St. Helena, opposite the navy yard. It is recommended that the timber-basin, no longer required for the original purpose, be cleared out and converted into a fitting basin by building a wall and gate across the continuation of Rowan avenue, utilizing that portion of the dock to the west for spar timber, the eastern portion to be deepened and provided with retaining walls and a pontoon bridge at the eastern end.

(4) The shipfitters' shop has proved of entirely inadequate capacity for carrying on the work of the department. It is too small for the machines it now contains, and the equipment of tools is not more than half what it should be. My recommendation of last year in regard to this matter is, therefore, renewed and urged, especially in view of the fact that the smithery (building No. 9) has continued to develop serious defects, and, in order to obtain necessary space for the

tinners, the tin-shop has been moved to the spar-shed (building No. 28).

It is therefore suggested that a new shipfitters' shop be erected in the vacant lot adjacent to the timber-basin, which shall have wings and galleries, and be fitted with traveling cranes, elevators and all modern appliances, electric plant, new shop engine and boilers, and additional machine tools, and be connected with the railroad system of the yard.

In building No. 42, thus vacated, it is proposed to locate the foundry at the north end, utilizing the present chimney, enlarging the plant with cupolas and cranes, the south end of this building to be rearranged in two stories for plumbers, coppersmiths, tinsmiths, and pipe-fitters.

Building No. 9, the present smithery, to be torn down and a new one erected having iron framework and corrugated iron sides and roof, and be supplied with a 5,000-pound steam-hammer, a new reverberatory furnace, and the jobbing, angle, beam forges to be rearranged.

Estimated cost of changes, and installation of tools, rearrangement of shop interiors, and new tools and equipments, \$150,000.

(5) When ships in dry dock or in the vicinity are undergoing repairs, much time is lost by the workmen in going to and from the shops, which are 2,000 feet distant. It is suggested that a one-story shop with a shed at each end, be built between the two dry docks and supplied with a small outfit of machinery and a motive engine of 40-horsepower, for which steam could be obtained from the pump-house. The sheds would provide convenient stowage for docking gear and cover for stage plank shores, horses, etc., which deteriorate rapidly from exposure. The estimated cost of machinery for this shop and for erecting and installing the plant is \$20,000.

(6) A locomotive 10-ton traveling crane and car would greatly reduce the cost of handling the material of this department, \$4,300.

(7) A floating, self-propelling derrick with revolving jib, having a capacity of 80 tons, is very necessary and could be built and maintained by this department to advantage. The facilities now available for handling heavy weights are inadequate to the work of the yard, \$75,000.

SUMMARY.

4. Changes and installation of tools, rearrangement of shop interiors, new tools and equipments	\$150,000
5. Machinery for new one-story shop, to be located between the two dry docks, and for erecting and installing plant in same....	20,000
6. A locomotive 10-ton traveling crane and car	4,300
7. A floating, self-propelling derrick, 80 tons capacity	75,000
	<hr/> \$249,300

On July 6, 1895, Naval Constructor Bowles submitted a report giving a detailed description of the work done on the "Texas," "Amphi-

trite" and "Raleigh," from July 1, 1894, to June 30, 1895, including the condition of the work at the latter date, and the estimated date of readiness for trial, also a statement of the repair work done during the previous year.

On the "Texas," 98 per cent. of the work has been completed, based on the final completion of the vessel and outfit, ready for sea.

The "Amphitrite" was reported ready to go into commission April 16, 1895, and complete in all matters pertaining to the Bureau of Construction and Repair, the equipage having been put on board. She went into commission April 23, 1895, and sailed from the yard May 9, 1895, when the draft of water was 13 feet 9 $\frac{1}{8}$ inches forward and 14 feet 5 $\frac{1}{2}$ inches aft.

In a letter dated August 5, 1894, Naval Constructor Bowles reported the "Raleigh" complete, fitted out and ready for sea, as far as the work of the Bureau of Construction was concerned. The "Raleigh" left the Navy Yard September 8, 1894, at 1 P. M., all stores, ammunition, water and coal on board, and boilers at steaming level. With the exception of torpedoes, she was fully equipped. The draft of water forward was 18 feet nine inches and aft, 20 feet. Her displacement was 3,485 tons. The "Raleigh" returned to the yard a second time on October 23, 1894, to have the ventilation of her fire-room improved, and left January 21, 1895.

When Naval Constructor Bowles was ordered from this yard, many testimonials of sincere regret were tendered him. The mechanics and clerks passed resolutions expressing their high appreciation and the people of Norfolk County generally feel that they owe him a debt of gratitude for his work in up-building this great naval station.

On July 14, 1896, Naval Constructor A. W. Stahl reported on the work done on the "Texas," "Amphitrite" and Steam Tug No. 5, and also gave a statement as to the repair work done during the fiscal year 1896, ending June 30th.

The "Texas" went into commission August

15, 1895, and left the Navy Yard September 5, 1895. The draft of water forward was 21 feet 6½ inches, and aft, 23 feet 4¾ inches.

On January 4, 1896, the "Texas" returned to the yard. She went out of commission January 27, 1896, in order that certain desirable alterations and improvements in her construction might be carried out. The work was begun January 6, 1896, and was still in progress at the date of the report. It was thought that the ship would be ready for sea in all respects in matters coming under the Bureau of Construction and repair by August 31, 1896.

The "Amphitrite" arrived at the Navy Yard in August, 1895, in order that the board, of which Commodore T. O. Selfridge, U. S. Navy, was president, might inspect her and make recommendations and estimates for the improvement of the ventilation of her boiler and engine-rooms, and the reduction of the excessive temperature in her living spaces. The work recommended by the board was authorized by a letter from the Bureau, dated September 9, 1895. Work was begun at once and completed November 15, 1895, the vessel leaving the yard November 20, 1895.

The work on Steam Tug No. 5 ("Samoset"), of which the keel was laid January 13, 1896, was stopped on February 8, 1896, on account of lack of funds. On June 13, 1896, work was resumed, additional money having become available by the passage of the naval appropriation bill.

The work on the "Texas," as shown in the report of the naval constructor of the Norfolk Navy Yard for the fiscal year ending June 30, 1897, consisted in completing the changes which had been authorized and most of which had been completed prior to July 1, 1896. The principal work completed after that date consisted in shifting hydraulic pumps to redoubt, overhauling hydraulic turning-gear, alterations in engine-room ventilation system, fitting electric fans in redoubt, recalking decks, painting and cementing, inclining experiment and other items of minor importance. The vessel went

into commission July 20, 1896, and left the yard August 25th following.

The keel of the "Samoset" (Steam Tug No. 5) had been laid and the stem and stern-post erected prior to July 1, 1896. Subsequent to that date all work was completed except davits and stanchions, plumbing, scuppers, steering arrangements, towing bitts, fittings for running lights, painting and other minor items, which were all partially completed. The work was reported as 96 per cent. completed on July 1, 1897, and the estimated date of completion, ready for trial, was given as August 10, 1897.

Among the vessels on which repair work was done during the fiscal year ending June 30, 1897, were the "Fortune," "Raleigh," "Columbia," "Standish," "Montgomery," "Franklin," "Cushing," "Newark," "Wahnetta," "Maine," "Fern," "Castine," "Amphitrite," "New York," "Monongahela," "Massachusetts."

During the Spanish-American War the Navy Yard was the scene of great activity and many ships were fitted out for war service. The sailing of the Spanish fleet from Cadiz, Spain, was a matter of intense interest at this seaport and many torpedoes were planted between Fortress Monroe and the Rip Raps to protect this harbor against Admiral Cervera's fleet. Guard-boats were stationed at Old Point to pilot friendly vessels to and fro through the narrow opening in the line of torpedoes, which was to be closed on the appearance of a hostile fleet off the capes of Virginia.

The following is an outline of the work done at the Norfolk Navy Yard upon vessels under construction or out of commission during the fiscal year ending June 30, 1898:

U. S. S. "Newark."—This vessel was surveyed in April, 1897, and work upon her authorized July 1, 1897. The work consisted mainly of laying new main deck, installing eight improved electric ammunition hoists for 6-inch rapid-firing guns, and a thorough and complete overhauling of the entire vessel, preparatory to recommissioning. The vessel was

commissioned on May 21, 1898, and left the yard on June 15th.

U. S. tug "Fortune."—This tug was surveyed on May 11, 1893, and work begun October 10, 1896, since which time there were frequent delays on account of lack of funds and the necessity of putting the men on more urgent work. The work upon her during the fiscal year consisted of rebuilding the interior and joiner work of the vessel. The work was about 60 per cent. completed.

U. S. torpedo boat "Foote."—This vessel was delivered at the yard by the contractors July 26, 1897. The work upon her consisted chiefly of the completion of items not finished by the contractors at the time of delivery, and the addition of conveniences, etc., as were necessary to fit the vessel for her first cruise. She was commissioned August 7, 1897, and left the yard August 8, 1897.

U. S. torpedo boat "Winslow."—This vessel was delivered at the yard by the contractors December 22, 1897. The work consisted chiefly of the completion of items not finished by the contractors at the time of delivery, and the addition of conveniences, etc. The vessel was commissioned on December 29, 1897, and left the yard January 6, 1898.

U. S. torpedo boat "Rodgers."—This vessel was delivered at the yard by the contractors March 20, 1898. There were many items of work left incomplete by the contractors which had to be done at the yard, and, in addition, the vessel was subjected to an overhauling and some necessary alterations and additions. She was commissioned April 2, 1898, and left the yard April 17, 1898.

U. S. torpedo boat "McKee."—This vessel was delivered at the yard by the contractors May 22, 1898. The work done upon her consisted of the completion of work left unfinished by the contractors and the fitting of such additional conveniences as were necessary in preparing the vessel for her first cruise. She went into commission May 16, 1898, and left the yard May 27, 1898.

U. S. S. "Nashville."—This vessel arrived

at the yard June 19, 1897. The work of fitting her out proceeded at once, and consisted chiefly of installing the battery, alteration to stem, painting hull above water, and such miscellaneous work in connection with the improvement or addition of conveniences as was necessary in preparing the vessel for her first cruise. She was put into commission August 9, 1897, and left the yard September 4, 1897.

The colliers "Merrimac" and "Cassius" were fitted out at this yard. The work upon them consisted chiefly of the installation of such small batteries as were assigned to them, preparation for the accommodation of naval crews, and such overhauling and repairs as were necessary in order to prepare them for naval duty. Work upon the "Merrimac" was begun April 11, 1898, and completed April 23, 1898. Work on the "Cassius" was begun May 23, 1898, and completed June 24, 1898.

U. S. S. "Iris" (distilling ship).—The work on this vessel consisted of that in connection with the installation of the apparatus necessary for the service required of her and such general overhauling and repair, alteration in quarters, etc., as were necessary to enable her to accommodate her naval crew.

The auxiliary gunboats "Apache" and "Yankton" were converted and fitted out at this yard. The work upon them consisted principally of the installation of their batteries, such changes in the interior joiner work, etc., as were necessary in order to accommodate their naval crews, ammunition, etc., and the necessary overhauling and repair. The work upon the "Yankton" was begun April 23, 1898, and completed June 18, 1898. The work upon the "Apache" was begun May 20, 1898, and completed June 23, 1898.

The revenue cutters, "Hamilton," "Morrill," "Windom," "Manning," "Woodbury" and "Hudson," were fitted out for use as auxiliary naval vessels at this yard. The work upon them consisted chiefly of the installation of additional batteries, magazines, such changes in their interiors as were necessary to accommodate the naval crews, and miscel-

laneous items of overhauling and repair incident to their first commissioning. The work on each was completed in April, 1898, except in the case of the "Manning," on which the alterations were concluded on the 3d of the succeeding month.

The light-house tenders "Suwanee," "Maple" and "Armeria," were fitted out at this yard for use as auxiliary naval vessels. The work upon them consisted chiefly of the installation of additional batteries, magazines, such changes in their interior as were necessary to accommodate the naval crews, and miscellaneous items of overhauling and repair incident to their first commissioning. The work on them was completed on the 7th, 10th and 30th of May, 1898.

Repairs were made during the year at the Norfolk Navy Yard on vessels in commission, named herewith: "Alice," "Amphitrite," "Brooklyn," "Cincinnati," "Cushing," "Dolphin," "Dupont," "Ericsson," "Fern," "Foote," "Franklin," "Justin," "Katahdin," "Maine," "Mohawk," "Montgomery," "Nashville," "Niagara," "Osceola," "Porter," "Puritan," "Saturn," "Sioux," "Solace," "Standish," "Sterling," "Terror," "Triton," "Uncas," "Vesuvius," "Vicksburg," "Wahneta," "Wilmington," "Winslow" and "Wompatuck."

For the fiscal year ending June 30, 1899, work was done upon ships under construction or out of commission at the Norfolk Navy Yard, as follows:

U. S. S. "Alexander."—This vessel arrived at the yard September 28, 1898, and was put out of commission November 2, 1898, to be fitted as a collier and manned by a merchant crew. This work, consisting of a general overhauling and refitting, was still in progress June 30, 1899.

U. S. S. "Apache."—This vessel was put out of commission September 24, 1898. In addition to the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Buffalo."—This vessel was put out of commission September 24, 1898. In ad-

dition to the removal of her battery the only work done on her was such as was necessary for her care and maintenance. She left the yard for the New York yard July 21, 1898.

U. S. S. "Cassius."—This vessel was put out of commission December 29, 1898. In addition to the removal of her battery the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Dorothea."—This vessel was put out of commission on September 20, 1898. In addition to the removal of her battery the only work done on her was such as was necessary to her care and maintenance.

U. S. tug "Fortune."—Frequent delays—at some times on account of lack of funds, and at others due to the necessity of shifting the men to more urgent work, had retarded progress on this vessel. On June 30, 1899, the work was about 80 per cent. completed.

U. S. S. "Frolic."—This vessel was put out of commission September 27, 1898. The ship was docked, her bottom cleaned and painted, and she was given such overhauling as was necessary to fit her for service with the Illinois Naval Militia. This work was completed but by the Bureau's order of November 1, 1898, she was again put in ordinary, and at the end of the fiscal year was still at the yard.

U. S. S. "Governor Russell."—This vessel was put out of commission September 28, 1898. In addition to repairing injuries to deck house, caused by collision, and the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Hannibal."—This vessel was put out of commission October 18, 1898. In addition to the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Hawk."—This vessel was put out of commission September 14, 1898. In addition to the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Hornet."—This vessel was put

out of commission October 14, 1898. The vessel was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the North Carolina Naval Militia. This work was completed and she left the yard December 19, 1898.

U. S. S. "Marcellus."—This vessel was put out of commission on March 8, 1899. In addition to the removal of her battery the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Newport."—This vessel came to the yard on September 25, 1898, being then out of commission. The "Newport," which had been used for general service, was given a complete overhauling to refit her for the use of the cadets at the U. S. Naval Academy. This work was completed May 26, 1899, and on June 30 the following she was still at the Navy Yard.

U. S. S. "Oneida."—This vessel was put out of commission September 19, 1898. In addition to the removal of her battery the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Puritan."—This vessel arrived at the Norfolk Navy Yard September 26, 1898, and was put out of commission March 1, 1899. All necessary work was done on her to permit of the installation of new and larger evaporators, but no other work was done on her except that necessary for her care and maintenance. A survey was ordered to ascertain what was necessary to be done to prepare her for her new commission.

U. S. S. "Rainbow."—This vessel arrived at the yard June 25, 1898. A lot of temporary accommodations for cattle were removed from her deck. Beyond this no work was done except such as was necessary for her care and maintenance. She left this yard for the New York yard July 22, 1898.

U. S. S. "Reina Mercedes."—This vessel arrived at the yard May 27, 1899. As she was leaking considerably, she was placed in dock for the purpose of repairing damage to her

bottom. This work was still in progress June 30, 1899. No other work was done on her.

U. S. S. "San Francisco."—This vessel arrived at the yard in October, 1898, and was put out of commission October 25, 1898. A complete overhauling of the vessel was begun, which was still in progress June 30, 1899. The work in general consisted of laying new main and berth-decks, of replacing all ordinary wood by fireproof wood or other fireproof material, installing 10 electric ammunition-hoists for the main and secondary batteries, fitting new fire main, changing rig, and in general overhauling throughout and modernizing the entire vessel.

U. S. S. "Saturn."—This vessel arrived at the Navy Yard September 10, 1898, and was put out of commission November 4, 1898. Work was begun toward putting this vessel in thorough order as a collier. This work was not quite completed June 30, 1899, having been suspended on account of more urgent work.

U. S. S. "Siren."—This vessel was put out of commission September 24, 1898. The vessel was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the Virginia Naval Militia. This work was completed and she left the yard June 22, 1899.

U. S. S. "Stranger."—This vessel was put out of commission September 24, 1898. The "Stranger" was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the Louisiana Naval Militia. This work was completed and she left the yard December 6, 1898.

U. S. S. "Southery."—This vessel was put out of commission December 18, 1898. In addition to the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

On December 24, 1898, the Spanish gun-boats "Alvarado" and "Sandoval," captured at Guantanamo, Cuba, commanded by Lieutenants Victor Blue and Edward A. Anderson, arrived at the Navy Yard.

U. S. S. "Sylvia."—This vessel was put out of commission September 16, 1898. She was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the Maryland Naval Militia. This work was completed and she left the yard December 17, 1898.

U. S. S. "Terror."—This vessel arrived at the yard September 26, 1898, and was put out of commission February 25, 1899. Work was begun toward a thorough overhauling of this vessel preparatory to recommissioning. This work was not completed June 30, 1899.

U. S. S. "Viking."—This vessel arrived at the yard September 17, 1898, and was put out of commission September 21, 1898. Work was begun to fit her out as a gunboat for service in Central America. By the Department's orders this work was suspended from May 24, 1899, to June 25, 1899, when it was begun again. This work consisted of a general overhauling and refitting, and was still in progress June 30, 1899.

U. S. S. "Wasp."—This vessel was put out of commission September 27, 1898. This vessel was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the Florida Naval Militia. This work was completed and she left the yard December 6, 1898.

The revenue cutters, "Hudson," "Manning," "Morrill," "Windom," "Woodbury" and "Hamilton," and light-house tenders, "Armeria," "Maple" and "Suwanee," which have been fitted out at this yard for auxiliary naval service, returned here at the end of hostilities with Spain. Their batteries were removed and all other necessary work was done to restore them, so far as practicable, to their original condition before being fitted for naval service.

During the year ending June 30, 1899, the Norfolk Navy Yard made repairs upon the following vessels in commission: "Aberenda," "Alexander," "Alliance," "Alice," "Annapolis," "Amphitrite," "Apache," "Badger," "Brooklyn," "Calumet," "Caesar," "Cassius,"

"Cincinnati," "Columbia," "Dolphin," "Eagle," "Essex," "Fern," "Fish Hawk," "Franklin," "Glacier," "Hannibal," "Hornet," "Justin," "Katahdin," "Lebanon," "Leonidas," "McKee," "Massachusetts," "Massasoit," "Minneapolis," "Mohawk," "Monongahela," "Montgomery," "Newark," "Nashville," "New York," "Oregon," "Piscataqua," "Pompey," "Princeton," "Prairie," "Resolute," "Sandoval," "Scindia," "Sioux," "Siren," "Solace," "Southery," "Standish," "Sterling," "Stranger," "Sylph," "Talbot," "Texas," "Tecumseh," "Triton," "Vicksburg," "Vesuvius," "Viking," "Vixen," "Vulcan," "Wahnetta," "Wasp," "Wilmington," "Yankee," "Yankton" and "Yosemite."

On December 1, 1898, Past Assistant Engineer Kenneth McAlpine was presented with a handsome sword by his friends and admirers in recognition of his services on the "Texas" in the battle of Santiago.

The iron safe of the "Maria Teresa," the captured Spanish ship which was lost off Cat Island, was opened at the Navy Yard on December 1, 1898. The coin found in it was dumped into five canvas bags of the size which hold \$500 in silver. It was not counted but estimated to be about \$2,000.

For the year ending June 30, 1900, work was done upon ships under construction or out of commission at the Norfolk Navy Yard, as follows:

U. S. S. "Alexander."—This vessel, which had arrived at the yard September 28, 1898, was fitted out as a collier to be manned by a merchant crew. This work consisted of a general overhauling and refitting, and was completed August 4, 1899. In February, 1900, this vessel returned to the yard and was put out of commission. Her condition was extremely filthy; she was fumigated, cleaned throughout, and put in ordinary. In compliance with orders received June 23, 1900, to refit the vessel as a collier, the work of general overhauling and refitting was begun at once.

U. S. S. "Annapolis."—This vessel arrived at the yard in August, 1899, and was put out

of commission in September, 1899. A general survey of the vessel was ordered but was not completed, as the vessel was towed to Annapolis in October, 1899. On the return of the vessel to this yard in May, 1900, the survey was again taken up and completed May 28, 1900, and approved by the Bureau June 7, 1900. In compliance with this survey, a complete overhauling of the vessel was begun, which was still in progress June 30, 1900.

U. S. S. "Dorothea."—A survey was held on this vessel July 25, 1899, and was approved August 8, 1899. The work under this survey consisted of a thorough overhauling and refitting as a gunboat and supplying outfit and supplies for general service. This work was completed December 30, 1899, and the vessel was towed to League Island.

U. S. tug "Fortune."—The work of rebuilding the interior and refitting the vessel in general, which had been held back by frequent delays, was completed December 23, 1899, and the vessel left the yard.

U. S. S. "Frolic."—A survey was held on this vessel July 26, 1899, and approved August 9, 1899. The work done under this survey consisted of a complete overhauling and refitting as a gunboat for general service. The work on this vessel was practically completed at the end of the fiscal year except final painting.

U. S. S. "Governor Russell."—The only work done on this vessel during the fiscal year was such as was necessary for her care and maintenance. The vessel was removed from the yard, having been sold by the government.

U. S. S. "Hannibal."—A survey was held on this vessel February 28, 1900, and was approved with certain modifications, June 23, 1900. The work under this survey consists of fitting a new steel bulkhead in the coal bunkers, enlarging crew space and thorough general overhauling and refitting for service as a navy collier. On June 30, 1900, this work was still in progress.

U. S. S. "Hawk."—A survey was held July 26, 1899, and approved August 8, 1899. The

work under this survey consisted of a thorough overhauling and refitting as a gunboat for general service. On June 30, 1900, this work was still in progress.

U. S. S. "Hist."—This vessel arrived at the yard in September, 1899. In accordance with an approved survey held at Port Royal, South Carolina, August 22, 1899, a certain amount of miscellaneous minor repairs and overhauling was done on this vessel. An additional survey was held May 18, 1900, and was approved May 24, 1900. The work under this survey was to consist of a thorough overhauling and entire refitting of the vessel as a gunboat. On June 30, 1900, this work was still in progress.

U. S. S. "Illinois."—The work on this vessel consisted in building boats, furniture, blocks and entire outfit, and was 40 per cent. completed at the end of the fiscal year.

U. S. S. "Kearsarge."—The work on this vessel consisted in building boats, furniture, blocks and entire outfit. This work was completed.

U. S. S. "Kentucky."—The work on this vessel consisted in building furniture, blocks and entire outfit. The work was completed.

U. S. S. "Lebanon."—The only work done on this vessel was such as was necessary for care and maintenance.

U. S. S. "Newport."—The work of this vessel consisted of doing necessary work to enable the Bureau of Equipment to install an electric-light plant, making minor changes in the storerooms of the vessel and building an additional ordnance storeroom. This work was completed April 7, 1900, and the vessel left this yard April 10, 1900.

U. S. S. "Oneida."—The work on her consisted in docking, cleaning and painting, and such additional work as was necessary for care and maintenance. She left the yard March 21, 1900.

U. S. S. "Puritan."—A small amount of work was done preparatory to the vessel leaving this yard for Annapolis. This work consisted of docking, cleaning and painting

bottom, overhauling steering gear, steam winches, operating rods for drainage system, turret-turning gear, turn-buckles on turret-aprons, water-closets, anchor gear, life-buoys, boat-booms, steam capstan and installing the secondary battery. This vessel left the yard November 18, 1899, for Annapolis. She returned to the yard June 29, 1900, and was docked and her bottom cleaned and painted. This vessel left the yard July 3, 1900.

U. S. S. "San Francisco."—A complete overhauling of the vessel was begun and was still in progress on June 30, 1900.

U. S. S. "Saturn."—Work was begun toward putting this vessel in thorough order as a collier, but was soon suspended on account of more urgent work. On May 1, 1900, work was resumed and on June 30, 1900, was 95 per cent. completed. The work in general consisted of a thorough scaling, cleaning, painting and overhauling and making and fitting new spars.

Torpedo boat "Stringham."—This vessel was docked at the Navy Yard for the removal of propellers and shafts. The expense of this work to be borne by the Harlan & Hollingsworth Company.

U. S. S. "Southery."—The only work done on this vessel was such as was necessary for her care and maintenance.

U. S. Army "Sunner" (formerly U. S. S. "Cassius").—This vessel was transferred to the War Department September, 1899, and under orders from the Navy Department was converted into an army transport. The work in general consisted of practically rebuilding the vessel. All of the interior work on the vessel was torn out and she was thoroughly scaled, cleaned and painted, new wooden decks fitted, officers' and soldiers' quarters built complete, additional superstructure deck added, extensive repairs made to framing double-bottom, lavatories and bathrooms for soldiers and officers and crew fitted, cold-storage rooms fitted, etc. She left the yard in March, 1900.

U. S. S. "Viking."—The work of fitting this vessel out as a gunboat for service in Cen-

tral America, which was suspended from May 24, 1899, to June 25, 1899, was again taken in hand and was completed October 24, 1899. The work consisted of a general overhauling and refitting. In November, 1899, this vessel was transferred to the War Department and, under orders from the Bureau, the battery was removed. This vessel left the yard December 23, 1899.

U. S. S. "Wasp."—This vessel arrived at the yard in September, 1899. In compliance with a survey held at Port Royal, South Carolina, August 22, 1899, a certain amount of miscellaneous minor repairs and overhauling was done on this vessel. An additional survey was held May 18, 1900, and was approved May 25, 1900. The work under this survey was to consist of a thorough overhauling and entire refitting of the vessel as a gunboat. On June 30, 1900, this work was still in progress.

The following named vessels in commission were repaired at the Navy Yard: "Alice," Coal Barge No. 1 (equipment), "Caesar," "Essex," "Franklin," "Gloucester," "Gwin," "Marcellus," "Mohawk," "Nashville," "Nez-inscot," "Prairie," "Potomac," "Porter," "Siren," "Sioux," "Scorpion," "Talbot," "Texas," "Triton," "Vixen" and "Wahnetta."

The cruiser "Reina Mercedes," the only ship of any size which was saved from the wreck of the Spanish fleet at Santiago, was brought to the Navy Yard from lower quarantine May 27, 1899.

Her arrival had been timed for 12 o'clock, but it was 1:30 P. M. before she ship was made fast along the north dock.

She was given a tumultuous welcome as she came up the harbor. A wealth of flags and bunting was flying from the escort of 22 tugs. Every craft tied down the whistle lever and there was a babel of siren notes. Grimes' Battery and the Seaboard Air Line Band met the "Reina Mercedes" below Sewell's Point and joined the procession.

She was saluted by every passing steamer and acknowledged each greeting with a blast from her whistle. The vessel carried on her

deck a small engine used for pumping out her bilges, and to this had been attached a whistle made out of 6-inch shells. She was towed up from Old Point by a tandem of three tugs.

Thousands of people lined the water-front on both sides of the harbor and did their best to make themselves heard above the din of the siren whistles; a waving forest of hats, umbrellas and handkerchiefs told that the crowds were cheering.

The "Reina Mercedes" had a great amount of woodwork on her, but while this exposed her to imminent danger of fire from American shells, it is noteworthy that she was the only one of the Spanish vessels which was not set on fire. The ship was grievously mangled by the shots which ploughed their way through her.

One of these shots, said to have been a 12-inch from the "Texas" struck the "Mercedes" on the starboard quarter, just behind the forward sponson on the main deck and burst when about three feet inside the ship. The force of the explosion was probably upwards, for the floor of the gun deck was torn entirely away for a considerable distance. The course of the shot was obliquely across the main-deck, the fragments of the shells evidently having scattered. The mainmast was almost cut in two. The dynamo was demolished completely and everything within a wide radius seemed to have been perforated. Another shot carried away the corner of the bridge, killing the executive officer of the ship and 10 seaman. Still another shot crashed through the main-deck, and innumerable punctures of her small pipes, ventilators, etc., showed the work of the small calibre guns.

The "Mercedes" had eight torpedoes aboard of her and two Hontori 5-inch guns, one of which was jammed with a solid shot.

The vessel was used as a transport in the early days of the Spanish-American War and this fact accounts for her slender armament. She was caught in Santiago by the United States blockading fleet. She was fired upon by the "Texas" and "Massachusetts" upon

showing herself at the mouth of the harbor on one occasion and sustained a very severe handling.

The "Mercedes" did not attempt to leave the harbor with Cervera's fleet on July 2nd, and was sunk by the Spanish themselves to prevent the American ships from entering the harbor. She was afterward raised by a wrecking company and brought into Hampton Roads on May 21st, thence to the Navy Yard for the sum of \$75,000. She was put in the Simpson dry dock and had her bottom cleaned and after remaining for almost 18 months at this yard she left in tow of two naval tugs for the Portsmouth (New Hampshire) yard on the 24th of August, 1900.

The work at the Norfolk Navy Yard upon ships, for the fiscal year ending June 30, 1901, was as follows:

U. S. S. "Illinois."—In this year all of the work of building boats, furniture, blocks and entire outfit, was completed and the articles shipped to the works of the contractors.

U. S. S. "Virginia."—The work of building an outfit of boats for this vessel was commenced.

U. S. S. "Ajax."—This vessel arrived at the Navy Yard March 1, 1901; was put out of commission March 16, 1901, and necessary steps taken for her proper care and preservation. Under date of March 14, 1901, the Bureau directed that necessary repairs be proceeded with to put the vessel in efficient condition for service, and ordered a general survey, which was held and approved April 1, 1901. The work consists of general overhauling and refitting.

U. S. S. "Alexander."—The work of refitting this vessel as a collier was completed and the vessel left the yard August 10, 1900. She returned to the yard March 7, 1901 and a few repairs were made to enable her to make another trip to Manila and return.

U. S. S. "Annapolis."—The general overhauling of the vessel, undertaken in the previous year, was completed. The vessel went into commission November 14, 1900, and left the yard December 6, 1900.

U. S. S. "Apache."—On May 31, 1900, a general survey was held on this vessel and necessary repairs to put her in efficient service were recommended. On July 23, 1900, the survey was approved with certain modifications, and the repairs were ordered to be made at the New York Navy Yard. The vessel left the yard August 3, 1900, for New York.

Ferry launch No. 291.—At the beginning of the fiscal year, ending June 30, 1901, this launch was about one-tenth completed. During the year the work was carried on to completion, the launch placed in dry dock and her bottom sheathed with copper. All work was completed February 20, 1901, and the launch was placed in service April 1, 1901.

U. S. S. "Frolic."—On October 23, 1900, the Bureau directed that all repairs under it be made to fit the vessel for foreign service. Certain additions and alterations were recommended by the Board of Inspection and Survey and were approved. This work, and other minor work incidental to commissioning, was undertaken at once and was completed. The vessel left the yard December 28, 1900.

Steamer "Hamilton."—This is a private vessel, which was damaged in collision with the U. S. tug "Wahneta." This work was completed June 29, 1901.

U. S. S. "Hannibal."—The work under the survey of February 28, 1900, consisted of fitting a new steel bulkhead in the coal bunkers, enlarging crew space and thorough general overhauling and refitting for service as a navy collier. This work was commenced during the latter part of the fiscal year ending June 30, 1900, and was completed during September, 1900. The vessel left the yard November 6, 1900.

U. S. S. "Hawk."—Under date of June 27, 1900, the Department indicated its intention of loaning this vessel to the Ohio Naval Militia and directed completion of repairs at least possible cost. On July 11, 1900, the Bureau directed the fitting of the after berth-deck space for use of additional officers. This work was completed, the vessel docked, bottom cleaned

and painted and left the yard September 6, 1900.

U. S. S. "Hist."—The work under the survey, approved May 24, 1900, was commenced during the fiscal year ending the following June, but very little was done. The work in general consisted of a complete overhauling and refitting the vessel as a gunboat. All of this work was completed May 4, 1901, and the vessel left the yard May 8, 1901.

U. S. S. "Lebanon."—This vessel has been in ordinary since the beginning of the fiscal year. Necessary work has been done for her care and preservation. A survey was held on this vessel November 19, 1900, to determine what was necessary to put the vessel in efficient condition for service as a collier. This survey was approved December 8, 1900; but on account of more urgent work only a few items of repairs were undertaken and none has been completed.

U. S. S. "San Francisco."—A complete overhauling of the vessel was begun, in compliance with the Bureau's order of May 23, 1899, and is now in progress and about six-tenths completed. It is estimated that this vessel will be ready for commission about January 1, 1902.

U. S. S. "Saturn."—The work of putting the vessel in thorough order as a collier was completed and the vessel left the yard August 5, 1900.

U. S. S. "Siren."—This vessel arrived at the yard April 11, 1901, and necessary steps were taken for her proper care and preservation. On May 20, 1901, the Bureau directed that necessary repairs be made to this vessel to fit her for service in training landsmen attached to the receiving-ship "Franklin."

U. S. S. "Southery."—This vessel was in ordinary at the beginning of the fiscal year, and necessary work was done for her proper care and preservation. Under date of August 30, 1900, the Bureau directed that all work on this vessel under its cognizance, which might be necessary to put the vessel in proper condition for service, to be done. Under this authority

the vessel was given a thorough overhauling and refitting. This work was completed, the vessel laid up in ordinary, and only such work done as was necessary for care and preservation. On June 14, 1901, the Department assigned this vessel for use in confining prisoners, commanding officer of the "Franklin" in charge, and upon his request and the commandant's approval thereof, minor changes, alterations and improvements were made, as follows: Fit iron bars across air ports, cut door-opening in bulkhead in crew spaces forward, fit fresh-water pipe from scuttle-butt to prison space, etc. This vessel is now in the service to which she has been assigned.

U. S. S. "Terror."—This vessel was undergoing extensive repairs and alterations under authority of survey, approved December 9, 1898, and authority of the Bureau of Construction and Repair as to certain items found necessary and desirable subsequent to holding this survey; but the majority of this work was practically suspended during the fiscal year on account of more urgent work. The most important item of work was the overhauling of the air compressors and this is about completed. The work under this survey is about eight-tenths completed. Upon recommendation of the naval constructor, the Bureau, under date of June 14, 1900, ordered a survey to be held on this vessel to ascertain and report what additional work was necessary to put the vessel in condition for service.

U. S. S. "Texas."—Extensive repairs have been ordered on this vessel, under survey held March 21, 1901, and approved by the Bureau of Construction and Repair March 27, 1901; but no work has yet been done, except such as is necessary for her proper care and preservation.

U. S. S. "Wasp."—The work on this vessel, under the survey, approved May 25, 1900, commenced at the end of the last fiscal year, but, owing to more urgent work, little progress was made. The work was taken actively in

hand in May and on June 30, 1901, the work was nearly completed.

U. S. tug "Alice."—Necessary work was done on this tug during the year to keep her in proper condition for yard service.

U. S. S. "Alliance."—While at Hampton Roads, May 31, 1901, overhauling and repairs were requested on truss of main-yard. This work was authorized by the commandant June 3, 1901, and was completed June 8, 1901.

U. S. S. "Alvarado."—This vessel arrived at the yard June 25, 1901, for the purpose of docking and cleaning and painting bottom, and this work was completed. By authority of the commandant of June 27, 1901, the work of securing forward whaleboat-davit was begun and under authority of the Bureau of June 27, 1901, the painting of hull and all work exposed to the weather was soon in progress, and about six-tenths completed.

U. S. S. "Amphitrite."—This vessel arrived at the yard May 12, 1901. The work consisted principally of repairs to turret machinery, loading grating, turret clip circles and bulkheads, fitting jackstays for side-curtains, covering flying-deck with canvas, repairs to berth-deck and mounting two Maxim guns. All this work was completed and the vessel left the yard May 31, 1901.

U. S. S. "Cæsar."—This vessel arrived at the yard February 21, 1901, to have necessary repairs made, and to be fitted out for service with a merchant crew. As the services of the vessel were urgently needed by the Department only such repairs were authorized as were necessary for the safety and efficiency of the ship and that could be done in 25 working days, and a survey was ordered covering this work. The survey was duly held and approved March 26, 1901. This vessel left the yard May 22, 1901.

U. S. S. "Chesapeake."—This vessel arrived at the yard February 17, 1901, for repairs, alterations, etc. On February 7, 1901, the Bureau requested a report from the naval constructor as to the estimated time and cost

to do the work required to put the vessel in efficient condition for service. On March 2, 1901, the report was approved, the work ordered and survey ordered to be held to cover the same. This work was completed and the vessel left the yard April 12, 1901.

U. S. torpedo boat "Cushing."—This vessel arrived at the yard February 9, 1901, and was ordered placed in condition for service by June 1, 1901. The vessel was docked and the bottom cleaned and painted. Miscellaneous minor repairs were made from time to time as requested by the commanding officer. All this work was completed. The vessel is still at the yard.

U. S. S. "Dixie."—This vessel arrived at the yard March 14, 1901, for the purpose of docking, cleaning and painting bottom and such repairs to her bottom plating as necessary, all of which was completed. The vessel left the yard April 22, 1901.

U. S. S. torpedo boat "Dupont."—This vessel arrived at the yard March 14, 1901, and was ordered placed in condition for service by June 1, 1901. All work was completed except fitting filling pipe to fresh-water tank, and this will be completed July 6, 1901. The vessel is still at the yard.

U. S. S. "Eagle."—This vessel arrived at the yard December 14, 1900, for the purpose of docking and cleaning and painting bottom. This work was completed and the vessel left the yard January 12, 1901.

U. S. torpedo boat "Ericsson."—This torpedo boat arrived at the yard January 2, 1901; was docked, bottom cleaned and painted, rudder repaired and water-closets overhauled. The vessel returned to the yard in May, 1901, and was ordered placed in proper condition for service by June 1, 1901. Numerous repairs were made. This vessel will be docked July 1st and the bottom cleaned and painted. It is estimated that this work will be completed by July 6, 1901.

U. S. S. "Essex."—This vessel arrived at the yard December 25, 1900. The Depart-

ment, under date of December 24, 1900, directed that necessary repairs recommended by the board of inspection and survey be proceeded with, and under this authority the work was done. This work was completed and the vessel left the yard January 12, 1901.

U. S. torpedo boat "Foote."—This torpedo boat arrived at the yard February 11, 1901, and was ordered placed in proper condition for service by June 1, 1901. This work was completed. The vessel is still at the yard.

U. S. receiving-ship "Franklin."—The work done on the "Franklin" during the fiscal year was completed June 1, 1901.

U. S. S. "Hannibal."—This vessel arrived at the yard May 31, 1901, for the purpose of docking and cleaning and painting bottom. This work was completed and the vessel left the yard June 4, 1901.

U. S. tug "Hercules."—Work was done on this tug during the fiscal year.

U. S. S. "Hannibal."—This vessel arrived at the yard January 10, 1901, for the purpose of docking and cleaning and painting bottom. This work was completed January 19, 1901. The vessel left the yard January 22, 1901.

U. S. S. "Leonidas."—This vessel arrived at the yard January, 1901, and repairs were made. This work was completed February 20, 1901. The vessel left the yard February 20, 1901. The vessel again returned to the yard June 14, 1901, for the purpose of docking and cleaning and painting bottom. This work was completed June 29, 1901. This vessel left the yard July 1, 1901.

U. S. torpedo boat "Manley."—This vessel was hauled out on the marine railway July 14, 1900, her bottom cleaned and painted and proper data taken for the preparation of plans for general information. The vessel left the yard August 6, 1900.

U. S. S. "Marcellus."—On December 22, 1900, the Bureau authorized necessary work on this vessel to put her in serviceable condition to transport coal from Norfolk to Ham-

ton Roads. This work was commenced, but was suspended to allow more important work to be proceeded with. On April 19, 1901, the bureau ordered a survey held on this vessel. The survey was held May 3, 1901, and cognizance was taken of the work under way, and report was made on all other work necessary to be done to put the vessel in efficient condition for service. This survey was approved May 11, 1901, but none of the work has yet been begun. The vessel went out of commission June 4, 1901, and necessary steps have been taken for her care and preservation.

U. S. S. "Mayflower."—This vessel arrived at the yard April 13, 1901, for docking, cleaning and painting bottom, and necessary repairs. This work was completed and the vessel left the yard May 13, 1901.

U. S. tug "Mohawk."—This tug has been in yard service during the entire fiscal year; repairs in connection with this service have been made. This work was completed April 25, 1901. June 24, 1901, the commandant authorized docking this vessel to clean and paint bottom. It is estimated that this work will be completed July 6, 1901.

U. S. S. "Nero."—This vessel arrived at the yard April 16, 1901. Upon recommendation of Board of Inspection and Survey, the Bureau authorized such work as was absolutely necessary to put this vessel in condition to make another trip to Manila and return. The work was completed June 1, 1901, and the vessel left the yard June 11, 1901.

U. S. tug "Nezinscot."—This tug was docked August 20, 1900, bottom cleaned and painted, and repairs made. This tug left the yard August 24, 1900.

U. S. S. "Piscataqua."—This vessel arrived at the yard December 12, 1900, and upon recommendation of Board of Inspection and Survey, the work was ordered; it was completed and the vessel left the yard December 27, 1900.

U. S. torpedo boat "Porter."—This vessel

arrived at the yard February 26, 1901, and was ordered placed in condition for service June 1, 1901. All of this work was completed June 15, 1901. This vessel is still at the yard.

U. S. tug "Potomac."—This vessel arrived at the yard November 20, 1900, and had temporary repairs made, and the vessel left the yard November 26, 1900. The vessel again returned to the yard April 21, 1901, and, under date of April 24, 1901, the Bureau ordered undertaken without delay certain repairs. The vessel left the yard June 5, 1901.

U. S. torpedo boat "Rodgers."—This vessel arrived at the yard May 9, 1901, with a damaged stem and bow; was docked May 22; the stem and bow repaired; bottom cleaned and painted and minor repairs made and was undocked June 5, 1901. The vessel is still at the yard.

U. S. torpedo boat "Shubrick."—This vessel arrived at the yard June 8, 1901, in charge of contractors; was turned over to the government. Necessary steps have been taken for her care and preservation, and her boats have been stored and properly numbered. Under date of June 24, 1901, the Bureau ordered the stiffening of the stern of this vessel, but this work has not yet been begun; it will be necessary for the vessel to go into dry dock. The vessel is still at the yard.

U. S. tug "Sioux."—This tug has been alternately in ordinary and in yard service, etc., since the beginning of the fiscal year. On December 28, 1900, the Bureau ordered a survey held on this vessel to determine the exact condition of the vessel and the time and cost required to place her in efficient condition for service. The survey was held January 7, 1901, and approved January 23, 1901, but the work was ordered done at the navy yard at Portsmouth, New Hampshire, and only such work ordered done at this yard as was necessary to place the vessel in condition to be towed to the Portsmouth yard, which consisted of overhauling steering gear, coal scuttles, etc.

This work was completed and the vessel left the yard June 5, 1901, in tow of the "Potomac."

U. S. S. "Standish."—This vessel arrived at the yard August 2, 1900, for the purpose of docking and cleaning and painting bottom. This work was completed and the vessel left the yard August 6, 1900. The vessel again returned to the yard February 17, 1901, for repairs, alterations, etc. On February 7, 1901, the Bureau requested a report from the naval constructor as to the estimated time and cost required to do the work necessary to put the vessel in efficient condition for service. On March 20, 1901, the report was approved, the work ordered and survey ordered to be held to cover the same. This work was completed and the vessel left the yard May 21, 1901.

U. S. torpedo boat "Stockton."—This vessel arrived at the yard September 24, 1900, in charge of contractors, for the purpose of docking and cleaning and painting bottom, preparatory to her trial trip, and for repairs to damaged stem and dent in starboard side, at risk and expense of contractors. This work was completed and the vessel left the yard November 1, 1900. The vessel again returned to the yard February 24, 1901, still in charge of her contractors; was docked March 4, 1901, at expense of contractors, in order to examine condition of under-water hull and fittings. Defects in painting of bottom were corrected and zincs on bottom scraped, as per recommendation of a naval board. The vessel was turned over to the government March 11, 1901, and proper steps were taken for her care and preservation. Upon recommendation of the naval constructor the Bureau directed that the foundation of the starboard engine air-pump be strengthened and cost thereof charged to contractors and this work was completed. Minor items of repairs have been made from time to time, such as repairs to steering engine, galley pump, etc.

All authorized work was completed. The vessel is still at the yard.

U. S. torpedo boat "Stringham."—This vessel arrived at the yard about July 23, 1900, in charge of contractors. By direction of the Bureau, of July 26, 1900, the vessel was docked, bottom cleaned and painted, and miscellaneous work done, at the risk and expense of the contractors. This vessel left the yard July 31, 1900.

U. S. S. "Sylph."—This vessel arrived at the yard September 17, 1900. The vessel was docked, bottom cleaned and painted, outside of vessel from water-line to rail cemented and painted. This work was completed and the vessel left the yard September 20, 1900. The vessel returned to the yard June 24, 1901, for docking and other work. This work was completed and the vessel left the yard June 29, 1901.

U. S. S. "Topeka."—This vessel arrived at the yard March 8, 1901, for repairs. The work was completed and the vessel left the yard May 20, 1901.

U. S. S. "Vixen."—This vessel arrived at the yard July 16, 1900, and numerous repairs considered necessary for the efficiency of the ship were requested by the commanding officer. Upon recommendation of the naval constructor, under date of August 1, 1900, certain repairs were authorized by the Bureau and a survey ordered to be held to cover the same. This survey was held August 14, approved August 18, and work under this authority was done.

U. S. tug "Wahneta."—This tug has been in yard service during nearly the entire fiscal year, and repairs in connection with this service have been made. This tug is still in yard service.

U. S. water barge No. 2.—This water barge was docked July 7, 1900, and her bottom cleaned and painted. By direction of the Department, the cost of docking this barge was charged to the Bureau of Equipment.

U. S. torpedo boat "Winslow."—This ves-

sel arrived at the yard March 28, 1901, and was ordered placed in condition for service by June 1, 1901. Necessary repairs were made. The vessel is still at the yard.

U. S. tug "Wompatuck."—This vessel arrived at the yard December 12, 1900, and, upon recommendation of the Board of Inspection and Survey, the following work was done: Awning stanchions fitted on upper deck, black paint removed from outside of hull between water-line and rail, and this portion of vessel painted white, all work exposed to weather painted regulation colors. The vessel left the yard December 27, 1900.

We give herewith a statement relative to the vessels docked from July 1, 1900, to June 30, 1901, inclusive:

	Dock.	Vessels.	Days in dock.
No. 1		34	297
No. 2		13	340

THE "RALEIGH" AND "TEXAS" IN THE SPANISH-AMERICAN WAR.

As before stated the ships built at this yard were important factors in war history: the following reports show the part they acted in the Spanish-American War:

U. S. S. "RALEIGH," off Manila, Luzon, May 4, 1898.

Sir: I have the honor to submit the following report of the operations of this vessel of your squadron during the engagement with the Spanish squadron and shore batteries at Cavite, near Manila, on the morning of May 1, 1898: At about 12:10 A. M., of May 1st, when passing in column, natural order, abreast of El Fraile Island, at the entrance to the bay, I observed a flash, as of a signal thereon, and at about 12:15 A. M. a shot was fired from El Fraile, passing, as I think, diagonally between the "Petrel" and this vessel. A shot was fired in return, but without effect, by the starboard after 5-inch gun of this vessel. At 5 A. M., when the squadron was nearly abreast the city of Manila and the flag-ship was turning to pass down toward Cavite, the Lunetta battery of apparently heavy guns at Manila opened fire and continued so long as the squadron was in action. This vessel shifted position from starboard to port (inside) quarter of the "Baltimore," and held that position until retired at 7:35 A. M. At a few minutes after 5 A. M. this vessel, so soon as the Spanish vessels at Cavite bore on the port bow, opened fire with the 6-inch gun, and then with the 5-inch guns in succession, as fast as they would bear. The secondary battery guns did not seem to

reach the enemy, and their fire was soon stopped and not again used until the distance was considerably lessened. At 11:20 A. M., when signal was made to reengage, this vessel started ahead full speed (using reserve speed) to keep up with the flag-ship, but it was found to be impossible, and falling behind all the time. I cut across to gain line abreast of Cavite battery just as the flag-ship passed the "Baltimore" at that port, at which time we opened fire with all guns. At 12, in obedience to signal, this vessel attempted to get into the inner harbor to destroy enemy's vessels, but getting in shoal water—20 feet—was obliged to withdraw, and so reported. While attempting to get inside, the battery was used on an enemy vessel at anchor (supposed to be the "Don Antonio de Ulloa") until she sank. Not being able to find a channel farther inside, and everything in sight having been destroyed, at 1:30 P. M. withdrew and later anchored near the flag-ship. I enclose statement of the ammunition expended during the engagement. I am very pleased to report that the officers and crew behaved splendidly. Each and every one seemed anxious to do his whole duty, and, so far as I can learn, did it. Their whole conduct was beyond praise.

This vessel was struck but once, and then by a 6-pounder shell, which passed through both sides of the whaleboat (above her water-line) and then glanced along the chase of the starboard 6-pounder on our poop. The gun was not injured, and the whaleboat but slightly, and she is again ready for service. I am happy to report that there were no casualties of any kind. This vessel at the close of the engagement was in as good condition as when it began, and without any preparation could have fought it over again.

In conclusion, permit me to congratulate you upon the very brilliant victory you achieved over a naval force nearly equal to your own, backed by extensive shore batteries of very heavy guns, and this without the loss of a single life. History points to no greater achievement.

Very Respectfully,

J. B. COGHLAN,

Captain U. S. N., Commanding.

(to) COMMODORE GEORGE DEWEY,

Commander-in-chief, U. S. Naval Force,
Asiatic Station.

The destruction of the fort at Guantanamo by the "Texas."

U. S. S. "TEXAS," off Santiago, June 16, 1898.

Sir: I respectfully submit the following statement: Yesterday at 8:45 A. M. the flag-ship signalled the "Texas": "Proceed without delay, Guantanamo; destroy fort; resume blockade station this evening." At 8:50 went ahead at full speed, steam under three boilers only. At 1:07 beat to general quarters for action, and stood up through the narrow channel, followed by the "Marblehead," to the westward of Cayo del Hospital in order to get within effective range of the fort on Cayo del Toro. Went ahead until in 25 feet water, dropped anchor under foot, and at 2:06 P. M. opened fire on the fort at 2,300 yards, the fort having opened fire on us as we passed the Hospital

Cove. About 2:45 the fort ceased firing, and at 3:20 we ceased to fire, having destroyed in obedience to orders, though in all probability the enemy will remount guns again in three or four days. Being ordered to resume station on blockade the same evening, we got under way about 3:30, stood out the channel and down the harbor and returned to this place, reporting to the commander-in-chief in person about 8:45 P. M. I would state that in going through the narrow channel to the westward of Cayo del Hospital the "Texas" broke adrift a contact submarine mine, and the "Marblehead" picked up one on her starboard propeller, each containing about 100 pounds of gun cotton, but owing to Divine care neither of them exploded.

There was no casualty nor injury of any kind, but I trust the action of the "Texas" will meet with your approbation.

Very Respectfully,

J. W. PHILLIP,

Captain U. S. N., Commanding.

(to) *The Commander-in-Chief,*

North Atlantic Squadron.

The part taken by the "Texas" in the battle of July 3, 1898:

U. S. S. "TEXAS," off Santiago, July 4, 1898.

Sir: In accordance with the requirements of Article 437, Navy Regulations, I respectfully submit the following statement in regard to the part the "Texas" took in the engagement with the enemy yesterday. At daylight on the morning of the 3rd, the "Texas" stood out from entrance to harbor, taking day blockading position, about three miles from the Morro (the Morro bearing north-northeast).

At 9:30 the Morro bearing N. by E. $\frac{1}{2}$ E., distant 5,100 yards, the enemy's ships were sighted standing out of the harbor. Immediately general signal 250 was made; this signal was followed by the "Iowa's" almost at the same time. The ship as per order was heading in toward the entrance; went ahead full speed, putting helm hard astarboard, and ordering forced draft on all boilers, the officer of the deck, Lieut. M. L. Bristol, having given the general alarm and beat to quarters for action at the same time. As the leader, bearing the Admiral's flag, appeared in the entrance she opened fire, which was, at 9:40, returned by the "Texas" at range of 4,200 yards while closing in. The ship leading was of the "Vizcaya" class and the flag-ship.

Four ships came out, evidently the "Vizcaya," the "Oquendo," "Maria Teresa" and "Colon," followed by two torpedo-boat destroyers. Upon seeing these two, we immediately opened fire upon them with our secondary battery, the main battery at the time being engaged with the second and third ships in line. Owing to our secondary battery, together with the "Iowa" and "Gloucester," these two destroyers were forced to beach and sink.

Whilst warmly engaged with the third in line, which was abreast and engaging the "Texas," our fire was blanketed for a short time by the "Oregon" forging ahead and engaging the second ships. This third ship,

after a spirited fire, sheered inshore, and at 10:35 ran up a white flag. We then ceased fire on the third and opened fire with our forward guns at long range (5,600 yards) on the second ship (which was then engaged with the "Oregon") until 11:05, when she (enemy's second ship) sheered into the beach, on fire. At 11:10 she struck her colors. We ceased fire and gave chase, with "Brooklyn" and "Oregon," for the leading ship until 1:20, when the "Colon" sheered in to the beach and hauled down her colors, leaving them on deck at foot of her flag-staff. We shut off forced draft and proceeded at moderate speed to close up.

I would state that during this chase the "Texas" was holding her own with the "Colon," she leading about four miles at the start.

The reports of the executive officer and the surgeon are transmitted. I have the pleasure of stating that the entire battery of the "Texas" is in a most excellent condition and ready for any service required by the commander-in-chief, especially calling attention to the efficiency of the two turret-guns, due to the alterations recently made by Lieut. F. J. Haeseler, of this ship. The bearing and performance of duty of all officers met with my entire approval.

Very respectfully submitted,

J. W. PHILLIP,

Captain U. S. N., Commanding.

(to) *The Commander-in-Chief,*

North Atlantic Squadron.

U. S. S. "TEXAS," 1st Rate, off Santiago de Cuba, July 4, 1898.

Sir: I beg leave to make the following report on the injuries received by this vessel during the engagement with the Spanish fleet near Santiago de Cuba, July 3, 1898. A shell about six inches in diameter entered the starboard side above the main-deck near top of hammock berthing, immediately forward of ash-hoist, angle of entrance being about 20 degrees forward of the beam; shell apparently exploded immediately after passing through the outer plating of hammock berthing, passing into the forward air-shaft to forced-draft blower, destroying doors of both air-shafts and the adjacent bulkheads. Several pieces passed through the doorway of after shaft and penetrated the after bulkhead of the shaft. The mass of shell pieces passed on through bulkhead and casing of starboard smoke-box, producing an aperture therein irregular in form, measuring about three feet vertically, two feet fore and aft. The ash-hoist machinery was badly damaged.

A piece of shell struck forward jamb of starboard door of pilot house, smashing it and carrying away considerable of paneling and framing, and passed out through after bulkhead.

The bulkhead forming the after part of forward gun-house is bulged forward about six inches. This bulge extends over the entire starboard side of bulkhead. A large number of rivets passing through the stiffening bars and frames are shorn off or broken. At the base of the gun-house the margin pieces of main-deck have been lifted up and separated from the steel-deck. A galley ventilator, which passed through berthing abaft the above-mentioned bulkhead, was destroyed.

A number of hammocks and bedding stowed in the

berthing, of which above-mentioned bulkhead formed the forward plating, were badly burned. The deck planking and frames of the after part of the bridge deck over a surface about six by 12 feet have been torn up and destroyed. The starboard forward part of the third cutter was blown away, keel broken, planking and framing of the port side badly damaged, leaving it unfit for repairs. One ladder leading to bridge deck forward was badly damaged. One main-hatch ladder leading to gun-deck was destroyed. The boat-covers and awning-curtains used as splinter protection over the forward boats were blown away, burned and destroyed.

The hammocks, cloths, and battens securing same to bulkheads, were carried away from six compartments of hammock berthing.

The electric wire battens and fittings were carried away in a great many places on main and gun-decks forward. The starboard side of the main-deck between frames 53 and 56 shows marked depressions, beams and stanchions being bent and buckled, the crown of some of the beams no longer existing. The steel-deck has in several places become separated from the beams through the stretching or breaking of rivets, and there are now leaks in several places.

The rivets securing the head of midship stanchions to the web of beams of frames 55 and 56 have been sheared off. The condition of starboard side of the main-deck is attributed partly to the firing of the 12-inch turret-guns over the deck during the engagement, as mentioned in my report of June 6, but mainly by similar causes during the battle of yesterday.

The marked increase in the injuries to the deck may be attributed not only to the repetition of great strains over a surface whose support was already weakened, but to an increase in the charge of powder, i. e., reduced charge previously used to full charge used during this battle. I am of the opinion that the framing of the deck in this ship is too light to permit the further firing of the 12-inch guns over the decks without serious injury.

GILES B. HARBER,

Lieut. Com. U. S. N., Executive Officer.

(10) *The Commanding Officer.*

CONGRESSIONAL MEDALS AWARDED.

Congressional medals of silver were awarded to the officers and bronze medals to each member of the crew of the revenue cutter "Hudson" for conspicuous bravery in the Spanish-American War. The medals were awarded for the work done by those on board the "Hudson," in rescuing the torpedo boat "Winslow" at Cardenas, May 11, 1898. First Lieut. Frank H. Newcomb, in command, received a gold medal with a very complimentary letter from Secretary Gage. The four officers receiving the silver medals were I. Hutch-

inson Scott, of Pennsylvania; Ernest E. Mead, of Massachusetts; N. E. Cutchin, of Portsmouth, Virginia, son of the late Nathaniel Cutchin; and Theodore G. Lawton, of Minnesota. The medals are in neat morocco boxes dark in color, four and a half by six inches long, and are sunk to their thickness in a bed of black velvet, making a pretty and effective contrast. The top of the box is lined with white velvet. The medals are counterparts of each other with the exception that one is gold, four of silver and three of bronze. Accompanying each silver medal is a letter from Secretary Gage. The following is a copy of the one sent to Chief Engineer N. E. Cutchin, of the "Dexter":

TREASURY DEPARTMENT,

OFFICE OF SECRETARY,

WASHINGTON, D. C., Nov. 19, 1901.

CHIEF ENGINEER N. E. CUTCHIN, R. C. S.

Sir: Under the following provisions of a joint resolution of the Congress of the United States, approved May 3, 1900, there was awarded to you a silver medal in recognition of your conduct and services in the battle at Cardenas, Cuba, on the 11th day of May, 1898:

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That in recognition of the gallantry of First Lieut. Frank H. Newcomb, of the revenue cutter service, commanding the revenue cutter "Hudson," his officers and the men of his command, for their intrepid and heroic gallantry in the action at Cardenas, Cuba, on the 11th day of May, 1898, when the "Hudson" rescued the United States naval torpedo boat "Winslow" in the face of a most galling fire from the enemy's guns, the "Winslow" being disabled, her captain wounded, her only other officer and half her crew killed. The commander of the "Hudson" kept his vessel in the very center of the hottest fire of the action, although in constant danger of getting ashore on account of the shallow water, until finally he got a line made fast to the "Winslow" and towed that vessel out of range of the enemy's guns. In commemoration of his signal act of heroism it is hereby enacted that the Secretary of the Treasury be authorized and directed to cause to be prepared and to present to First Lieut. Frank H. Newcomb, revenue cutter service, a gold medal, and to each of his officers, a silver medal, and to each member of his crew a bronze medal."

The officers of the "Hudson" are the only ones to whom Congress awarded gold and silver medals for heroism in battle during the war with Spain.

I take pleasure in presenting to you the medal awarded, and in congratulating you upon the recognition thus bestowed by the National Legislature.



U. S. NAVAL HOSPITAL.

Your are requested to acknowledge the receipt of the medal.

Respectfully,

L. J. GAGE,
Secretary.

The medals were made at the Philadelphia Mint and are particularly handsome. On the obverse side is a representation of Bellona, goddess of war, looking upon the scene of the rescue of the "Winslow" at Cardenas. On the reverse side is a figure representing Fame, engaged in engraving upon the medal the inscription: "Joint resolution of Congress, approved May 3, 1900, in recognition of the gallantry of the officers and men of the Hudson, who, in the face of a galling fire, towed the Winslow out of range of the enemy's guns." At the bottom is inscribed the name of the recipient. Accompanying each medallion is a pendant medal, which is a small fac simile of the medallion. The medal is suspended by the Spanish war colors, from the pin bar, on which appears the word "Cardenas."

U. S. NAVAL HOSPITAL.

The U. S. Naval Hospital is a superb edifice—a solid and massive structure built of granite. The grounds in front are as large as Capital Square, Richmond, and are ornamented with a great variety of trees, and have numerous walks and avenues leading to the water. Behind the hospital is a large and beautiful pine and oak forest. The grounds and grove include about 75 acres. They are much frequented by the people of Norfolk and Portsmouth, to whom they supply the place of a park.

They are laid out in drives and promenades. In the cemetery attached to the hospital are buried the remains of many officers, sailors and marines. Conspicuous among the graves are those of some 50 or 60 Confederate soldiers and sailors, each with a head-board inscribed with the name of the person buried beneath. Several Russians and quite a number

of the victims of the "Huron" disaster are buried here.

Among the prominent monuments is one to the memory of Lieut. John H. Marshall, U. S. Navy, born in Caroline County, Virginia, in the year 1800 and died June 1, 1850; and Dr. Lewis W. Minor, a distinguished naval surgeon.

In front of the Hospital is a monument to the memory of Maj. John Saunders, born in Virginia in 1771 and died in 1810.

The Hospital was built in 1835-36. Four medical officers, including a medical director, are stationed at the Hospital, where everything goes on as regularly, smoothly and systematically as if operated by machinery. The surgeons know their duties and perform them faithfully and ably. The sick of the navy from 1811 were treated in a private house known as the Galt house which stood not very far from the place where the "Galena" was built in the Navy Yard. The present grounds were turned over to the U. S. Navy in 1827 and the sick were brought to the Hospital, only one wing of which was completed, July 17, 1830.

On the ground in front of the Naval Hospital was located Fort Nelson, of Revolutionary fame.

There are many interesting war relics in the Navy Yard, as shown by the following:

MEMORANDUM OF TROPHIES IN NAVY YARD PARK.

1 bronze gun and carriage from the Spanish fort on Cayo del Toro, Guantanamo Bay, Cuba, captured July 3, 1898.

2 torpedoes from the Spanish cruiser "Reina Mercedes," captured July 3, 1898.

2 11-inch shell from the Spanish cruiser "Maria Teresa," captured July 3, 1898.

2 14 c. m. rapid fire guns; 2 14 c. m. cartridges, from the Spanish cruiser "Almirante Oquendo." Destroyed in the battle of Santiago, July 3, 1898.

2 torpedo-tubes.—Santiago, July 3, 1898.

2 range-finders.—Santiago, July 3, 1898.

2 revolving cannons and stands.—1 revolving cannon stand.—Santiago, July 3, 1898.

3 Spanish mines.—picked up by the U. S. S. "Marblehead," at Guantanamo Bay, July, 1898.

1 57 m. m. Hotchkiss gun and mount.—Santiago, July 3, 1898.

- 1 Chinese gun and carriage.—captured by U. S. Marines at Tien Tsin, June, 1900.
- 1 cannon, captured from the British on the Lakes,—War of 1812.
- 1 cannon, captured in the British frigate "Java," by the U. S. frigate "Constellation," December 29, 1812.
- 2 cannon,—War of Revolution.
- 3 carronades, captured during the Mexican War, 1846.
- 1 Turkish stone-shot from Constantinople.
- 2 cannon from the U. S. frigate "United States," 1845.
- 4 pieces of armor from the deck of the "Merrimac," (C. S. S. "Virginia.")
- 2 broken cannon from the U. S. line-of-battleship "Pennsylvania," destroyed, 1861.
- 2 iron stands from the wreck of the U. S. frigate "Cumberland."
- Melted bell metal from the wreck of the U. S. frigate "Raritan," destroyed, 1864.
- Armor from the wreck of the C. S. ram "Albatross."
- Armor from the C. S. ram "Texas."
- 6 cannon, smooth bore, War of 1812.
- 2 20-pounders, smooth bore, 1862.
- 2 60-pounders, smooth bore, 1865.
- 2 100-pounders, smooth bore, 1863.
- 1 8-inch rifle, 1876.
- 2 9-inch rifles, 1864.
- 2 12-pounders boat howitzers and mounts (bronze), 1865.
- 1 12-pounder boat howitzer and carriage (bronze), 1870.
- 1 12-pounder boat howitzer and carriage (bronze), 1863.

COMMANDANTS OF THE NAVY YARD.

A list of the officers who have been in command of the Navy Yard, is given herewith:

- Capt. Richard Dale, Superintendent, 1794 to 1795.
- Capt. Thomas Williams, Superintendent, 1798 to July 16, 1799.
- Commodore Samuel Barron, Superintendent, July 16, 1799, to August —, 1799.
- On June 15, 1801, the Navy Yard, which up to that time belonged to the State of Virginia, was deeded to the United States.
- William Pennock, Navy Agent and Superintendent, June 15, 1801, to April 26, 1802.
- Daniel Bedinger, Navy Agent and Superintendent, April 26, 1802, to February 10, 1808.
- Theodore Armistead, Navy Agent and Superintendent, February 10, 1808, to February 7, 1810.
- Commodore Samuel Barron, Commandant, February 7, 1801, to October 29, 1810.
- Lieut. Robert Henley, Commandant, November 10, 1810, to May, 1811.

- Capt. Samuel Evans, Commandant, May, 1811, to August 10, 1812.
- Capt. John Cassin, Commandant, August 10, 1812, to June —, 1821.
- Capt. Lewis Warrington, Commandant, June —, 1821, to December —, 1824.
- Master Commandant James Renshaw, Commandant, December —, 1824, to May 25, 1825.
- Commodore James Barron, Commandant, May 25, 1825, to May 26, 1831.
- Commodore Lewis Warrington, Commandant, May 26, 1831, to October 7, 1840.
- Commodore W. B. Shubrick, Commandant, October —, 1840, to October —, 1843.
- Commodore Jesse Wilkinson, Commandant, October —, 1843, to June 1, 1847.
- Commodore Laurence Kearney, Commandant, June 1, 1847, to January 19, 1848.
- Commodore John D. Sloat, Commandant, January 19, 1848, to February 17, 1851.
- Capt. Silas H. Stringham, Commandant, February 17, 1851, to April 1, 1852.
- Capt. Samuel Breese, Commandant, April 1, 1852, to May 10, 1855.
- Commodore Isaac McKeever, Commandant, May 10, 1855, to April 1, 1856.
- Capt. Thomas A. Dornin, Commandant, May 6, 1856, to April 30, 1859.
- Capt. Charles H. Bell, Commandant, April 30, 1859, to August 1, 1860.
- Commodore Charles S. McCauley, Commandant, August 1, 1860, to April 21, 1861.
- Capt. Robert B. Pegram, Commandant, April 21, 1861, to April 22, 1861 (Virginia Navy).
- Capt. French Forrest, Commandant, April 22, 1861, to April —, 1862 (Confederate States Navy).
- Capt. Sidney Smith Lee, Commandant, April —, 1862, to May 10, 1862 (Confederate States Navy).
- Capt. John W. Livingston, Commandant, May 20, 1862, to November 16, 1864.
- Capt. John M. Berrien, Commandant, November 1, 1864, to October 7, 1865.
- Commodore Robert B. Hitchcock, Commandant, October 31, 1865, to August 7, 1866.
- Rear-Admiral S. C. Rowan, Commandant, August 7, 1866, to July 23, 1867.
- Commodore A. H. Kilty, Commandant, August 15, 1867, to October 1, 1870.
- Rear-Admiral Charles H. Davis, Commandant, October 1, 1870, to July 1, 1873.
- Commodore T. H. Stevens, Commandant, July 1, 1873, to July 1, 1876.
- Commodore J. B. Creighton, Commandant, July 1, 1876, to July 1, 1879.
- Commodore A. K. Hughes, Commandant, July 1, 1879, to July 3, 1882.
- Capt. W. K. Mayo, Commandant, July 3, 1882, to April 10, 1885.
- Commodore W. T. Truxton, Commandant, April 10, 1885, to March 11, 1886.
- Capt. George Brown, Commandant, March 11, 1886, to December 31, 1889.

Commodore A. W. Weaver, Commandant, January 14, 1890, to January 16, 1893.

Capt. E. E. Potter, Commandant, January 16, 1893, to July 29, 1893.

Commodore George Brown, Commandant, July 29, 1893, to June 1, 1897.

Capt. N. H. Farquhar, Commandant, June 1, 1897, to September 30, 1899.

Capt. A. S. Barker, Commandant, October 5, 1899, to July 16, 1900.

Rear-Admiral C. S. Cotton, Commandant, July 16, 1900.

CHAPTER XXVIII

SKETCHES OF SOME OF THE PROMINENT MEN WHO HAVE PASSED AWAY

CAPT. ADAM THOROGOOD—COMMODORE RICHARD DALE—COMMODORE JAMES BARRON—HON. LITTLETON W. TAZEWELL—COMMODORE THOMAS ALOYSIUS DORNIN—CHARLES REID—HUGH BLAIR GRIGSBY, LL. D.—GEN. RICHARD LUCIAN PAGE—CAPT. ROBERT BAKER PEGRAM—CAPT. CHARLES FENTON MERCER SPOTTSWOOD—CAPT. JAMES WALLACE COOKE—HON. GEORGE BLOW—CAPT. JOHN JULIUS GUTHRIE—CAPT. CARTER BRANTON POINDEXTER—COL. WILLIAM WHITE—CAPT. WILLIAM H. MURDAUGH—LIEUT. DULANY A. FORREST—CAPT. JAMES BARRON HOPE—CAPT. WILLIAM C. WHEELER—NAVAL CONSTRUCTOR GEORGE R. BOUSH—CAPT. WALTER R. BUTT—LIEUT.-COL. WILLIAM FREDERICK NIEMEYER—NAVAL CONSTRUCTOR SAMUEL WILSON ARMISTEAD.

CAPT. ADAM THOROGOOD.

One of the first settlers, was the wealthiest and most prominent citizens of his day in Lower Norfolk County. He belonged to a good family in England and was the youngest brother of Sir John Thorogood, Knight. At the age of 19 in 1621, he left his home and crossed the ocean to seek his fortune in Virginia, leaving his sweetheart behind him. He settled in Elizabeth City Shire. He was a landed proprietor in Elizabeth City County in 1626 and returned to England to marry his affiance. Upon the occasion of their marriage his brother, Sir John, gave the bride two handsome silver bowls as a bridal present, which afterward became subjects of litigation in Virginia. After the death of Captain Thorogood, one of the appraisers of his estate insisted that they be returned with his personal property, but the widow claimed them and the Governor and Council at James City, to whom the contention was referred, decided in her favor.

Captain Thorogood represented Elizabeth City County in the House of Burgesses at the sessions of 1629, 1630 and 1632, and in 1635 located a patent for 600 acres of land on the Lynnhaven River and removed there. He was commander of the county in 1637 and first presiding officer of the County Court. He was the only owner of horses in the county for several years probably the first owner of slaves. From an inventory of his estate it appears that he had on his Lynnhaven plantation seven head of horses, 94 head of cattle and 140 "goates."

On one occasion when he paid a visit to his neighbor, Capt. Thomas Willoughby, he requested the servants to give his horses a feed of corn; they told him it was a shame to give horses corn when they themselves might need it before the next crop. He promised to return the corn the horses consumed and that satisfied the servants. Just outside the bounds of Captain Thorogood's plantation was a small cove called Oyster Creek with beds of delight-

ful bivalves. They were on another man's demesne but the Captain claimed the right to take them. He thought that "as commander of the county he was entitled to more privileges than other people," as he wanted the oysters "to send an occasional dish to Sir John Harvie," who was Governor of the colony, and he contested the right of the owner to interfere with him. He was not sustained, which showed that there was law even in that day for the lowly as well as the rich and high-born citizen. This was the first oyster war in America. Captain Thorogood died in the beginning of 1640, the owner of nearly 7,000 acres of land. His widow, within less than a year, married John Gookin.

COMMODORE RICHARD DALE.

The family of Dale was one of the ancient and respected families of Norfolk County. The homestead of the Dale family was on Swimming Point, now embraced in the limits of the city of Portsmouth. Commodore Richard Dale was born in this county in the year 1756. The County Court records show that on the 19th day of February, 1773,—“Richard Dale this day came into Court and chose Isaac Luke his guardian.” It appears that at the early age of 12 years he decided to be a seaman and followed that life until he retired from the navy. He was five times taken prisoner by the British during the Revolution. He was in Mill Prison at Liverpool, but escaped, and was seized by a press-gang, carried back, and thrown into a noisome dungeon for 40 days. Being released, he was again thrown into the Black Hole for singing rebellious songs. Again escaping, he fled to France, and was appointed 1st lieutenant in the “Bon Homme Richard,” in the fleet of John Paul Jones, which spread such terror along the Western Coast of Scotland. In the desperate action with the “Serapis,” he distinguished himself, and was wounded in the head. Being appointed captain of an armed merchantman in the American service, he con-

tinued to command her to the end of the war. In 1794 he was made captain in the United States Navy; and in 1801 he commanded the Mediterranean Squadron. He retired in 1802 to private life, and spent the remainder of his days in Philadelphia, where he died in 1826, aged 70 years, loved and honored by all who knew him.

The will of Wingfield Dale of Portsmouth Parish, dated October 7, 1766, is recorded in the County Court of Norfolk County:

“Item. I give and bequeath unto my son, Richard Dale, at the marriage of my above-mentioned wife, one negro man Pero to him and his heirs forever, also my cane and silver shoe buckles.”

After certain other legacies he directed the remainder of his property to be sold and one-third of proceeds to be paid to his wife Ann Dale,—the balance to be equally divided between his children Richard, Elizabeth, David, Sarah, “and a child not yet born.”

COMMODORE JAMES BARRON

Was born September 15, 1768, in Hampton, Virginia, and died April 21, 1851, at his home in Norfolk, Virginia. He went to sea early in life and served with his father in the marine service of Virginia, commanding the “Patriot.” He entered the U. S. Navy as lieutenant March 9, 1798, and cruised under Barry in the “United States” in the West Indies and afterwards to France.

He was promoted to captain May 22, 1799, and commanded the 44-gun ship “President” in Dale's squadron in the expedition to Tripoli, and was transferred in 1802 to the 36-gun ship “New York,” of Morris' squadron and afterward to the “Chesapeake,” 38 guns, and returned home in her. He went to the Mediterranean in the “Essex,” 32 guns, under the flag of his brother Samuel Barron and was again put in command of the “President” in 1805. He was the sixth captain on the new navy list and on returning home in 1806 he was given command of the “Chesapeake” and

hoisted a broad pennant on her in June, 1807. He put to sea on June 22nd and was followed out of the Chesapeake Bay by the "Leopard" of 50 guns, an English frigate, and, while unprepared to fight, was fired into from that ship, after some parley concerning search, and compelled to surrender, having been wounded. He was tried on several charges, found guilty of two and suspended from rank and pay for five years until 1813. During the period of his suspension he was absent from the United States, and on his return became involved in a controversy with Commodore Stephen Decatur, a commissioner of the navy, who opposed Barron's having a command, and killed that officer in a duel at Bladensburg on March 22, 1820, himself being seriously wounded. He resided in Norfolk until 1825, commanded the Philadelphia Navy Yard, 1825-27; Gosport Navy Yard, 1827-32; Philadelphia Navy Yard, 1833-37; on waiting orders, 1838-42. He became the senior officer of the navy in 1839, continued on waiting orders until his death, having been in the navy 53 years. Commodore Barron in the latter part of his life built a large house on the left side of Fenchurch street, Norfolk, immediately opposite to Falkland street, and resided there until his death. In person he was a very commanding figure with a fine appearance; but was near-sighted. When Commodore Barron fought the unfortunate duel at Bladensburg he was 51 years old and Decatur, who died on the day he was shot, was 41 years old. Commodore Barron's tomb is in Trinity Churchyard, Portsmouth.*

HON. LITTLETON W. TAZEWELL,

Of Norfolk, was a member of the House of Delegates of Virginia from 1796 to 1800, a

*Another tomb in Trinity Churchyard is that of an English officer, who was killed in a duel; the inscription reads: "Edward Outley, Esq., Lieut. in His Britannic Majesty's Royal Navy, who was killed in a duel October 28, 1806, aged 56 years."

Congressman from 1800 to 1801. He was appointed a commissioner to Spain in 1819, under the treaty for the purchase of Florida. He represented Virginia in the United States Senate as a Democrat from 1825 to 1833. He was a prominent member of the convention to revise the Virginia Constitution in 1829, and was Governor of Virginia from 1834 to 1836. In 1840 he received 11 electoral votes for Vice-president of the United States. He was born December 17, 1774, and died May 6, 1860.

CAPT. HUGH N. PAGE

Was born in Virginia in the year 1788, and a large share of his long and useful life was spent in Portsmouth.

He distinguished himself at the battle of Lake Erie with Perry, and in many subsequent engagements. In so many ways did he prove his bravery and his ability that he won for himself the plaudits of a nation, and Congress presented him with a sword soon after the battle of Lake Erie. Some years later the State of Virginia presented him with another. He died at the ripe old age of 84 years, June 3, 1871, loved and honored by all.

COMMODORE THOMAS ALOYSIUS DORNIN.

On April 22, 1874, Commodore Thomas Aloysius Dornin, a citizen of Norfolk, died in the 74th year of his age in Savannah, Georgia. He entered the United States Navy as midshipman in 1815 from the State of Maryland. In 1856 he was made commandant of the Gosport Navy Yard and remained three years. He was next in command of the "San Jacinto" on the coast of Africa, where he remained until the Confederate War began, when he was ordered home in command of the "Constellation" and was assigned to the command of the naval station at Baltimore, where he remained during the entire war. Commodore Dornin was a native of Ireland, and his father was exiled in 1803 on account of his friendship for Robert Emmett, the Irish patriot.

CHARLES REID,

The eldest son of George Reid and Elizabeth Taylor, his wife, was born in Forfar, Scotland, on the 4th day of April, 1800, and dying at his residence, No. 524 East Main street, Norfolk, Virginia, Tuesday morning, January 17, 1899, was the last living link in Norfolk County which connected the eighteenth century with the nineteenth, and the last person who had lived in Norfolk County continuously from the first year of the nineteenth century. He came with his parents in 1801 to Virginia, where they settled first in Portsmouth, and afterward in Norfolk. His parents returned to Scotland temporarily in 1816, and left him with his uncle, Robert Soutter, a Scotch merchant, who entrusted him with the settling of his father's business. At the age of 21 years, after he had received the best education to be obtained in this section, he, with the assistance of his uncle, Mr. Soutter, went into the grocery and commission business in Water street, near Commercial Place. On the 17th day of March, 1825, he married Lucretia Nash of Portsmouth, who died in 1868. A short time after his marriage he formed a partnership with his brother George, and did business on Commercial Row, near the ferry wharf. The firm prospered, and for fifteen years they transacted a large commission and stave exporting business. George then withdrew from the firm and Charles retired from the grocery business and with Robert Soutter, Jr., established the stave exporting commission and guano business on Nivison's wharf under the name of Reid & Soutter, and continued the business until Mr. Soutter withdrew to accept a position in New York. After the close of the Confederate War he "associated with himself his two sons, George C. and James T. S. Reid, under the firm name of Charles Reid & Sons," and was the senior member of the firm at the time of his death. He was for a number of years magistrate, chairman of the Common

Council, president of the School Board, a member and president of the Board of Harbor Commissioners, president of the Norfolk Savings Institution, director of the old Farmers' Bank of Virginia, and a member of the board of directors of the Marine Bank. He was for many years a leading member and treasurer of the First Presbyterian Church of Norfolk, also vice-president of the Seamen's Friend Society. For many years past he made it a custom to have a family reunion on his birthday. He was the father of eight children (one dead at the time of his death), and he left 108 descendants, children, grandchildren and great-grandchildren: of whom 44 were grandchildren and 57 great-grandchildren.

—From *L. N. C. Antiquary*.

HUGH BLAIR GRIGSBY, LL. D.,

Was born in the city of Norfolk, Virginia, on November 22, 1806, and died at his country seat "Edgehill," Charlotte County, Virginia, April 28, 1881.

He was the son of Benjamin Grigsby, who was born in Orange County, Virginia, September 18, 1770, and was a pupil of Rev. William Graham, at old Liberty Hall Academy, the precursor of the present Washington and Lee University. Among his fellow students was Archibald Alexander, the subsequently eminent divine, who was his companion when in early manhood they sought their life work in a horseback journey to Southside, Virginia. Leaving his companion in Petersburg, Grigsby, "with his sole personal possessions in a pair of saddle-bags," continued his solitary ride to Norfolk where he located, and was the first pastor of the first Presbyterian Church in the borough. Here he married Elizabeth, daughter of Hugh and Lillias (Blair) McPherson, and providentially and faithfully labored until, as is recorded on the handsome marble obelisk erected to his memory in Trinity Churchyard, Portsmouth, Virginia, "in the faithful discharge of his calling, he fell a martyr to yellow

fever on the 6th of October, 1810." His widow married, secondly, January 16, 1817, Dr. Nathan Colgate Whitehead who, although educated as a physician, relinquished practice and was for 27 years the honored president of the Farmers' Bank of Virginia, in Norfolk. He died in 1856. Hon. John B. Whitehead, ex-mayor of Norfolk, is the issue of this marriage.

Hugh Blair Grigsby left two children: Hugh Carrington, born in Philadelphia, Pennsylvania, February 13, 1857, and Mary Blair, born in Norfolk, Virginia, July 9, 1861, who married December 1, 1882, W. R. Galt, Paymaster United States Navy, son of Prof. W. R. Galt of Norfolk and nephew of Alexander Galt, the sculptor.

Hugh Blair Grigsby was a member of the Virginia Convention, 1829-30, president of the Virginia Historical Society and chancellor of William and Mary College.

GEN. RICHARD LUCIAN PAGE

Died August 9, 1901. He was the most conspicuous figure in Norfolk. He had won distinction in the old navy and had also achieved high honors in the Confederate Army. In personal appearance General Page was tall and commanding and for many years his resemblance to his illustrious kinsman, Gen. Robert E. Lee, was subject of remark by those who were familiar with the personality of the two soldiers.

While General Page was a man of great dignity, and in a marked degree, "a gentleman of the Old School," he was always urbane and considerate in manner and never lost his interest and sympathy for the young. This beautiful trait of his character especially endeared him to young people. This characteristic led him to take a deep interest in matters of educating and training the young. For four years he was superintendent of the public schools of Norfolk, and although it had been

many years since he retired from that position, he took an active interest in public-school education, even after he had arrived at an age when the majority of men can no longer find pleasure in public affairs.

General Page was an earnest and consistent member of the church, and for many years was the senior warden of Christ Protestant Episcopal Church of Norfolk, and to the end of his life was a regular attendant upon the church services.

General Page, who had gained renown for his distinguished service in the naval and military annals of the Confederate States, was born in Clarke County, Virginia, in 1807, and was in his 94th year at the time of his death. He was a descendant of John Page, who came to Virginia from England in the early days. General Page was a son of William Byrd and Anne Page and the grandson of Henry Lee, the father of Gen. Henry Lee, the famous "Light-horse Harry," who was the father of Gen. Robert E. Lee.

He entered the United States Navy as a midshipman in 1824, serving on the sloop-of-war "John Adams," of the West India Squadron, under Commodore Porter, with whom he made two cruises. In 1825 he was transferred to the frigate "Brandywine" under Commodore Morris and helped to carry General La Fayette back to France. From 1842 to 1843 he was ordnance officer at the Norfolk Navy Yard. Afterward he acted as executive officer and lieutenant commander of the frigate "Independence," flagship of Commodore Shubrick during the Mexican War.

Following this war, he returned to the Norfolk Navy Yard and did ordnance duty for two years. From 1852 to 1854 he served with the African Squadron, after which he was promoted to commander in September, 1855; then he returned to ordnance duty at the Navy Yard, and became a member of the Retiring Board. At the outbreak of the Confederate War, he was on duty at the Navy Yard here

to which he had been recalled a year previous, and on the secession of Virginia, he resigned his rank and office and was appointed aide-de-camp to Governor Letcher with special duties in the organization of the State Navy.

He superintended the erection of the fortifications at the mouth of the James River and those on the Nansemond River and Pagan Creek. Until the evacuation of Norfolk, he served as ordnance officer at the Navy Yard, then, being promoted from commander to captain, established the ordnance and construction depot at Charlotte, North Carolina, where he remained. March 1, 1864, he was commissioned brigadier general in the Provisional Army, and assigned to the command of the outer defenses of Mobile Bay. He established his headquarters at Fort Morgan, where he was summoned to surrender by Farragut's flag-lieutenant and General Granger's chief-of-staff.

In the face of overwhelming odds, he gallantly replied that he would defend the post to the last extremity. For the next two weeks the fight was waged in a desultory way both day and night, and on the morning of August, the 22nd, a furious bombardment began, over 3,000 shells being thrown into the fort during 12 hours, but General Page and his heroic men kept up the fight with all their power. The citadel of the fort took fire at 9 o'clock at night and the walls were repeatedly breached by the enemy's shells and his best guns were disabled.

On the following morning, after spiking all serviceable guns and throwing all the remaining powder overboard, the General capitulated with full honors of war.

The defense of Fort Morgan under the command of General Page is one of the most celebrated instances of heroism in the history of the war. After the capitulation he was held as a prisoner of war until September, 1865, and while in prison he was mistaken for Gen. Robert E. Lee by the enemy.

CAPT. ROBERT BAKER PEGRAM,

Of Norfolk, died on the 25th of October, 1894. He was born in Dinwiddle County, Virginia, December 10, 1811, and at the age of 18 years entered the United States Navy as a midshipman on the sloop-of-war "Boston." He was made passed-midshipman and ordered to the "John Adams" in 1835 and in 1840 was assigned to the Naval Observatory in Washington. He was promoted to lieutenant in 1841 and served on the "Saratoga" from 1841 until the close of the Mexican war. By his gallant conduct in the attack on a flotilla of pirates on August 4, 1855, at Hong Kong with Captain Fellows of the British Navy he received the thanks of the British government and the State of Virginia presented him with a sword inscribed: "A mother's gift to her devoted son." Lieutenant Pegram served at the Norfolk Navy Yard from 1856 to 1858, afterward on the "Water Witch" and "Bibb." While attached to the "Bibb," Virginia passed the ordinance of secession and he immediately resigned his commission in the United States Navy. He was made a captain in the Virginia Navy. He served the Confederacy and at the close of the war he was on duty in Europe. He returned home, was made a railroad superintendent, and afterward general agent of a life insurance company.

CAPT. CHARLES FENTON MERCER SPOTTSWOOD

Died in Norfolk on the 6th day of August, 1892, in the 80th year of his age. He entered the United States Navy away back in the "twenties" and while serving in the Mediterranean Sea married a Spanish lady—Miss Aquimbau—at Port Mahon, Island of Minorca. He was stationed at the Gosport Navy Yard at the breaking out of the Confederate War and was on duty there after he entered the Confederate service. He was on duty for a

considerable time in connection with the ordnance work at Charlotte, North Carolina.

Captain Spottswood was a man of sterling character and of a retiring disposition. He was a native Virginian and spent much of his life in Norfolk, where he was held in the highest esteem.

CAPT. JAMES WALLACE COOKE

Was born in the year 1812. In 1828, at the age of 16, he was appointed a midshipman in the United States Navy, and immediately received orders to join the frigate "Guerriere." In 1834 he passed his examination. He soon rose to the rank of lieutenant and served with honor in that capacity until the breaking out of the war. When the Southern States seceded Captain Cooke resigned his position in the old navy and entered the Confederate Navy. By his activity and bravery he soon rose to the rank of commander, and before the close of the war to that of commodore, for valuable service rendered the government while in command of the "Albermarle." His achievements with her is one of the brightest pages in history. After the close of the war he returned to Portsmouth, where he died in June, 1869.

HON. GEORGE BLOW

Died on the 2nd of May, 1894. He was born in Sussex County, Virginia, on the 15th of May, 1813, and at the age of seven removed to Norfolk with his grandmother. He was educated at William and Mary College and took a law course at the University of Virginia. He was admitted to the Norfolk bar in 1833, where he practiced law until 1840, when he removed to Texas and was elected to the congress of that republic in 1841. At the expiration of his term, he returned to Norfolk, where he remained until his death. He was a member of the Sovereign Convention of Virginia in 1860, and at the beginning of the Confeder-

ate War was made lieutenant-colonel of the 41st Regiment, Virginia Infantry, but resigned when his troops were turned over to the Confederate States. After the war, in 1870, he was elected judge of the First Judicial District Court and served two terms. He was an able, upright and just judge, and retired with the entire respect of the bar.

CAPT. JOHN JULIUS GUTHRIE,

Of Portsmouth, who was one of our naval heroes, lost his life in endeavoring to rescue the men from the U. S. S. "Huron," which was lost off the coast of North Carolina November 25, 1877. He entered the navy as a midshipman in 1834; he went with the South at the breaking out of the Confederate War and served with courage and honor all through the four years. After the war he was made superintendent of the life-saving service of this district and sacrificed his life in the discharge of his duty. He married Louisa S. Spratley, of Portsmouth. His honored career in the navy is being continued, as it were, in the person of his son, Dr. Joseph A. Guthrie, who is a surgeon in the U. S. Navy. Captain Guthrie was born in Washington, North Carolina, April 15, 1815.

CAPT. CARTER BRAXTON POINDEXTER

Died in February, 1893, when he was nearly 77 years of age. He was in the United States Navy at the breaking out of the Confederate War and resigned to enter the service of Virginia. He served gallantly in the Confederate Navy and had attained the rank of captain before the close of the war. He lived and died a true Southerner in heart.

COL. WILLIAM WHITE

Died on the 22nd of June, 1894, at the age of 72 years. He was born in Norfolk County, was a student at Yale College, graduated in

medicine at Richmond and Philadelphia and for years practiced his profession at Deep Creek. He was a staunch old line Whig. He represented Portsmouth and Norfolk County in the Virginia State Convention in 1861, and there vigorously opposed the secession of his State. But immediately on the passage of the ordinance of secession he tendered his services to Governor Letcher and was appointed a major in the State forces. He served successively in the 14th Regiment, Virginia Infantry, as major, lieutenant-colonel and after the death of the gallant Colonel Hodges, at Gettysburg, was promoted to colonel. He received a severe wound at Gettysburg, where he behaved with distinguished gallantry. He was a man noted for vigor of intellect and great force of character.

CAPT. WILLIAM H. MURDAUGH

Was born in the city of Portsmouth on the 7th of August, 1827, and died Saturday, December 29, 1901, in his native city. In the year 1841 he was appointed a midshipman in the United States Navy by President Tyler. He served through the Mexican War on the U. S. S. "Potomac," Commodore Aulie. In the year 1840 he served as passed midshipman and master under Capt. Dehaven in the famous Grinnell Arctic expedition in search of Sir John Franklin, and received the Victoria medal for distinguished services rendered. He continued in the naval service of the United States until the hostilities between the States broke out in war. Upon the secession of his native State, while holding the rank of lieutenant, he resigned from the United States service and offered his sword to the cause of the South.

He proceeded to Richmond in June, 1861, and reported for duty and was assigned with rank of lieutenant. His first duty was that of making surveys in the James River, establishing batteries and obstructing the channels. After discharging this duty Lieutenant Murdaugh was with Commodore Barron assigned

to the defense of North Carolina, where he was ordered to the command of a vessel, but before he took command a battle at Fort Hatteras was fought, in which he took a conspicuous part, and was very seriously wounded.

Being promoted to the rank of captain, he was, while disabled for active duty, on ordnance duty at the Navy Yard here. He was with Capt. French Forrest in the tug "Harmony," in Hampton Roads, during the two days' fight.

When it was determined to evacuate Norfolk and Portsmouth, he was sent to select a place for an ordnance depot. He selected Charlotte, North Carolina, and his judgment in such selection was signally vindicated by the fact that the point selected was never, until the surrender in possession of the enemy. From Charlotte he was ordered to command the steamer "Beaufort," on the James River, and afterward was sent abroad to purchase ordnance supplies, for which important service he was especially fitted, possessing admirable tact and judgment and a high intelligence. So well was this work performed that it excited high encomiums, and he was to have had a leading part in the most important service, but the war came to an end before the plans were matured.

At the close of the war he went to South America and engaged in business, but returned to Portsmouth after a few years. He was for many years superintendent of the Norfolk County Ferries. He was appointed by President Cleveland supervising inspector of steam vessels for this district. He was a member of the Board of Harbor Commissioners for many years and was a vestryman of Trinity Protestant Episcopal Church 30 years.

LIEUT. DULANY A. FORREST

Was a Marylander by birth and was commissioned a midshipman in the United States Navy in 1841. His father was also in the navy and participated in the battle of Lake Erie, and was presented by Congress with a

sword for distinguished services rendered therein. Lieutenant Forrest, previous to his entering the army, had served in the Texan Navy and subsequently served in the Mexican War. On January 6, 1853, he was united in marriage to Sarah Bruce Butt, sister of Dr. H. F. Butt, of Portsmouth, Virginia. Returning from a cruise to the East Indies in 1861 on the U. S. S. "Hartford," he (with other Southern officers) resigned his commission and tendered his services to the Confederate Navy, which were accepted. Whilst in command of Fort St. Philip, near Wilmington, North Carolina, he received a stroke of paralysis, which rendered him unfit for further service, and from the effects of which he died in Oxford, North Carolina, August 10, 1863.

CAPT. JAMES BARRON HOPE.

Through his maternal ancestor, James Barron, the elder, who organized the Virginia Colonial Navy, of which he was commander-in-chief during the Revolution, and through James Barron, the younger, a person of rank and distinction in his day, there came as heritage that unswerving devotion to Virginia for which James Barron Hope was always remarkable. I may say that his very heart throbbed in unison with the heart of his native State and through the length and breadth of the South he has been declared "Virginia's laureate." For though he was many men in one, he stood chief as poet.

His father, a handsome, talented man, was Wilton Hope, Esq., of "Bethel," Elizabeth City County, Virginia; his mother, Jane Barron, an attractive gentlewoman of the Old School, warm and generous in her feelings and of quick and lively sympathies. She wielded a clever, ready pen, and was a personage in her family. She brought her son into the world on the 23d of March, 1829, at the residence of her father, Commodore James Barron, the younger, who then commanded the Gosport Navy Yard, and he was not only the child of

her material, but also of her spiritual being, closely knit, not only in mutual affection, but in confidence, in feeling, in tastes and aspirations.

To his grandfather the little namesake was an object of tender solicitude (some of the letters that passed between the two are very quaint), and it was while the Commodore was in command at Philadelphia that his grandson gained a part of his very early instruction in Germantown. His education was continued in Hampton, Virginia, at the academy, under a master, John B. Carney, Esq., whom he tenderly revered and whom he held as a beloved friend, through all his later years. While July, 1847, saw him graduated with the degree of A. B. from William and Mary College. At this ancient seat of learning originated the difficulties which finally led to the duel between himself and J. Pembroke Jones. Mr. Jones was accounted one of the bravest and most promising officers of the navy. Mr. Hope was an ornament to the law, the soul of honor, without fear and full of the promise that his riper years developed; both the flower of Hampton's youth, the pride and promise of the place, so that the town blazed up with excitement and the vigilance of the authorities knew no sleeping. Many, indeed, were the obstacles to be overcome to bring the affair to its culmination. But overcome they were and the three special constables who arrived on the scene, just in time as they hoped, could do naught but stand unwilling witnesses to the duel fought upon the beach near Fortress Monroe, in April, 1849. Both fell dangerously wounded. Then a deep concern and anxiety pervaded all classes of the community, and the steamer that brought Mr. Hope up from Old Point was met at Hampton wharf by a throng of friends, some of whom bore his litter, while the others escorted it, and thus he was carried to his home.

There he fought with death and conquered and then became secretary to his uncle, Commodore Samuel Barron, from whose vessel, the "Pennsylvania," he was transferred to the

"Cayenne" and in 1852, in that sloop-of-war, made a cruise to the West Indies.

In 1856 he was elected Commonwealth's attorney of Elizabeth City County, which position he held up to the breaking out of the war. Already Mr. Hope, as "Henry Ellen," had been reckoned a valued contributor to *The Literary Messenger*. Already the Southern press was eloquent in his praise and he was hailed "Old Hampton's Bard." The next year Lippincott brought out "Leoni di Monota" and other poems. The volume was cordially noticed by the Southern critics of the time, not for its central poem alone, but for several of its minor ones and for "The Charge at Balaklava," which G. P. R. James—as have others since—declared unsurpassed by Tennyson's "Charge of the Light Brigade."

When May 13, 1857, the 250th anniversary of the English settlement at Jamestown, was celebrated he stood poet, as also at the base of Crawford's statue of Washington in Capitol Square, Richmond, February 22, 1858; and in July of that same year pronounced a poem before the Phi Beta Kappa society and graduating classes of his alma mater. The next year these recited poems, with others of a miscellaneous nature, were published. The verdict was that his promise was fulfilling itself. The majestic pictures he now threw upon his canvases were painted in fadeless tints.

Then came the war and at once he cast aside the pen for the sword. He served throughout the struggle, attained the rank of captain and was paroled at the capitulation of Johnston's army at Greensboro, North Carolina. With his old home in ashes, with shattered fortunes and impaired health, he returned to Virginia and took up existence anew in Norfolk. He embarked in journalism and successfully edited the *Norfolk Day-Book*, under its Democratic auspices, the *Norfolk Virginian* and in 1873, founded the *Norfolk Landmark*, of which he was the head at the time of his death. His opinions, based upon principle, were his own. His championship

could not be bought. His editorials were original, versatile and brilliant and often shook off prose to rise to the beauty and dignity, if not the actual measure of verse. I have heard it said that he led the Democratic press throughout the State and it was especially in the struggle between the "Founders" and the "Readjusters" that he showed himself most vigilant and most sagacious.

In 1880 it was warmly urged upon him that he was the man to unite the two factions; but he positively protested against and declined the nomination for Congress in his district and advocated the renomination of Hon. John Goode.

Journalism was not wholly congenial to him. The relentless call for "copy" vexed the loftier fancies that surged through his brain. His health failed more and more, but his was the spirit of a giant and often he bore a physical agnony, well nigh past the bearing, with a patience and fortitude wonderful to remember, and hid away his pain, even from his nearest friends, under a beautiful solicitude for others. It was out of this suffering, out of the toil and distraction of his newspaper life, that he had sent into print (1874) "Little Stories for Little People," and four years later, "Under the Empire, or the Story of Madelon;" that he had written the ode delivered at the unveiling of the monument raised to Annie Lee by the ladies of Warren County, North Carolina; delivered a memorial ode in Warrenton, Virginia, and recited another at the Virginia Military Institute, as also the poem at Lynchburg's celebration of its founding.

Thus he became closely linked with the city of his adoption, whose best interests he promoted both by voice and pen. He declined the collectorship of her port because he deemed that through journalism he could better serve her. As superintendent of her public schools, these institutions attained the largest enrollment of pupils and the highest standard of excellence shown since their opening in 1857. He was the first president of her first successful

musical society; first commander of her camp of Confederate veterans, the poet of her first Memorial Day when she, as did her sister city, time-honored and hospitable old Portsmouth, upon a like occasion, called forth some of the most stirring lines ever penned.

Congress chose him poet for the Yorktown celebration in 1881, and his metrical address, "Arms and the Man," with various sonnets was published the next year. Brilliant in imaginary and glowing with color, the flower of his genius, its noble measures only revealed their full beauty when they fell from the lips of him who framed them, and it was under this spell that one of those who had thronged about him on the 19th of October cried out, "Now, I understand the power by which the old Greek swayed the men of their generation."

Again his State called upon him to weave among her annals the laurels of his verse at the laying of the corner-stone of the monument erected in Richmond to Robert E. Lee. The corner-stone was laid in October, 1887, but the poet's voice had been stilled forever. He died September 15th, as he had wished to die, "in harness," and at home. Death was kind in that he came swift and painless. His poem, save for the after-softening touches, had been finished the previous day and was recited in Richmond by Capt. William Gordon McCabe. Many pronounced it his master-piece and its strain now pathetic, now majestic, again noble, or tender or impassioned, has been called the "Song of the Dying Swan."

He has been frequently described as "a slender, graceful man, with a carefully kept beard and a manner as courtly as that of Sir Roger de Coverly," words which, though fitly applied, are but as the bare outlines of a picture, for he was the embodiment of what was best in the Old South. This courtliness, that like some subtle essence escapes description, gifted him with a rare charm. There was charm, too, in his pale face which, in conversation, flashed out of its deep thoughtfulness into vivid animation. His fine head was

crowned with soft hair, fast whitening before its time. His eyes shone under his broad, white forehead wise and serene, until his fearless spirit, or his lofty enthusiasm awoke to fire their grey depths. His was a face that women trusted and little children looked up into with smiles. Men called him friend and learned the meaning of that name, and he drew and linked men to him from all ranks and conditions of life.

He was backward and modest in the advancement of his own interests, but he spared no pains when the welfare of others was at stake. In very truth did he love his fellow men—with greatest tenderness those who suffered—and his faith in God was that of a little child.

No sketch could approach justice toward Captain Hope without at least a brief review of his domestic life: for his relations with his household were peculiarly beautiful. In 1857 he had married Annie Beverly Whiting, of Hampton, Virginia. Hers was the face and form to take captive his poet's fancy, and in after years he loved to describe her to their children as "a tiny, fairy-like creature whose lovely face was so animated and eyes were so bright that she seemed to sparkle all over." She possessed a character as beautiful as her person; a courage and strength of will far out of proportion to her dainty shape, and an intellect of masculine robustness. Often the poet availed himself of his wife's nice discernment; often the editor brought his work to the table of his library that he might labor with the faces around him that he loved, for their union was a very congenial one, and when two daughters came to bless it, as husband and father, Captain Hope poured out the treasures of his heart, his mind and soul. To his children he was a wise teacher, a tender guide, an unfailing friend, the most delightful of companions. His gentleness was that of a woman; his sympathy for and his understanding of young people never aged and he had a circle of dear and familiar friends of varying ages that usually

gathered about him once a week. There, beside his own hearth, his ready wit, his kindly humor sparkled most brightly, and there flowed forth most evenly that speech accounted by many well worth the hearing. For his was also the art of listening; he not only led the expression of thought, but inspired it in others. His own roof-tree looked down upon James Barron Hope at his best and down upon a home in the sacred sense of the word, for he touched with poetry the prose of daily living and left to those who loved him the blessed legacy of a memory which death can not take from them.

I have said that in his early years old Hampton claimed him. He became the son of the city of his adoption and sleeps among her dead.

CAPT. WILLIAM C. WHEELER.

Chief Engineer William C. Wheeler, who died August 16, 1900, was a native of Portsmouth. He entered the United States Navy in April, 1847, and was in the Mexican War, in Commodore M. C. Perry's squadron. He served on the coast survey and on the European, West Indian, African and other stations, and in the expedition to Paraguay. He was on the U. S. frigate "San Jacinto" at the capture of the British mail steamer, "Trent," with Mason and Slidell on board. He was chief engineer of the James River flotilla and of the fleet that went to the relief of Washington City when threatened. He also went out from New York for the builders in the Royal Italian iron-clad steamer, "King of Portugal," as the guarantee chief engineer. In the revenue cutter service he was a chief engineer, having served as consulting and superintending engineer for service on the fleet afloat on the Great Lakes and on the coast of the United States. He was retired after a service of nearly 48 years, a veteran of two wars.

NAVAL CONSTRUCTOR GEORGE R. BUSH, Of Portsmouth, died in May, 1893. He was

appointed assistant naval constructor August 5, 1869; was made naval constructor March 12, 1875, and was retired October 22, 1887. He married Miss Bilisoly, of Portsmouth, who survived him. He was, several years prior to his appointment master ship builder in the yard, and was well known by the older generation.

CAPT. WALTER R. BUTT

Was born in Portsmouth December 10, 1839. At the early age of fifteen he was commissioned a midshipman in the United States Navy from Washington Territory. During his first cruise on the U. S. S. "Constellation," off the coast of Africa, he was promoted to lieutenant, being at that period (1859) the youngest of that grade in the navy. During this cruise the "Constellation" captured a "slaver," which contained between 600 and 700 Africans, intended to be sold. This vessel was regularly, with its cargo, delivered to the United States agent at Monrovia. The Africans were liberated and the vessel sold as a lawful prize. The officers and seamen were entitled to a certain percentage of this prize money, payment of which was refused by the United States government to the Southern officers and others, who subsequently resigned their commissions in 1861. Upon his return to the United States in Boston, believing his allegiance due his native State, like many other Southern officers, he resigned his commission, and was thereupon imprisoned in Forts Lafayette and Warren, thence transferred to the U. S. S. "Congress," then lying in Hampton Roads. Being paroled and afterward exchanged, he entered the Confederate States Navy as lieutenant and was ordered to the famous iron-clad, "Virginia," participating in the two memorable engagements between that vessel and the wooden fleet and "Monitor" in Hampton Roads, remaining with the "Virginia" until the evacuation of Norfolk and the destruction of that vessel by the Confederates. At the close of the

war he became a captain in the Peruvian Navy and filled other prominent positions, visiting California, where he remained in the civil engineering service until his death, which occurred April 26, 1885.

LIEUT.-COL. WILLIAM FREDERICK NIEMEYER.

William Frederick Niemeyer was born in the county of Norfolk and State of Virginia, on the 12th day of May, 1840, and heroically met his death at the head of his regiment in the battle of Spottsylvania Court House, on the 12th day of May, 1864, his 24th birthday.

His great-grandfather, Hans Heinrich Niemeyer, was born at Hoya, Germany, in 1734, and died in 1806.

His grandfather, John Christian Niemeyer, was born in 1776, at Verden, near Bremen, came to America at the age of 18 years, and in 1813 he married Ann McLean, his second wife, the grandmother of the subject of this sketch, at Moyock, in Currituck County, North Carolina.

His father, William Angus Niemeyer, who died February 3, 1900, was born April 28, 1816, and married Sarah Howard Chandler (now living) on the 31st day of July, 1839. She is a daughter of Joseph A. Chandler, who was one of the foremost citizens and most distinguished lawyers of his day in Tidewater, Virginia.

Col. Niemeyer was the eldest of 12 children, three sisters and nine brothers. His brother, John Chandler Niemeyer, 1st lieutenant of Company I, 9th Regiment, Virginia Infantry, was killed in the famous charge of Pickett's Virginians at Gettysburg on the 3rd day of July, 1863.

William Frederick Niemeyer was a promising child with the noblest predilections. On the death of his grandfather Chandler, when not quite eight years old, he wrote the following tender and touching letter of condolence to his grandmother:

April 16, 1848.

MY DEAR GRANDMA:

I am very sorry that grandpa died, but the Lord will take care of you; do not weep, he is in the arms of the Lord Jesus Christ; he has got a crown of glory upon his head; he has an arm-chair, and he is singing and is shouting in glory. We must try to be good and when we die we may meet him there; he cannot come to us, but we can go to him if we are good.

Your loving grandson.

WILLIAM F. NIEMEYER.

He received the rudiments of his education in the schools of Portsmouth and at the Norfolk Academy; and upon the recommendation of Surgeon-General Lawson, United States Army, was appointed a cadet-at-large at West Point by President James Buchanan. His conditional appointment over the hand of Jefferson Davis, Secretary of War, was made on the 19th day of February, 1857, which directed that he should repair to West Point, in the State of New York, between the 1st and 20th of June, to be examined, and that under certain conditions in January next his warrant as a cadet, to be dated the 30th day of June, 1857, would be made. The conditions were fulfilled by creditable examinations and excellent deportment, which secured the warrant as a cadet in the service of the United States, dated as promised over the hand of John B. Floyd, Secretary of War, January 22, 1858. His course at the Military Academy was marked with creditable distinction; but the tocsin of war having sounded and although within a month of graduation he, with the heroic Gen. James Dearing, the dashing Gen. Thomas L. Rosser, and other noble spirits, left the Academy to give their services to their native States.

On May 1, 1861, John Letcher, Governor of Virginia, commissioned William Frederick Niemeyer 2nd lieutenant in the Provisional Army of Virginia, and on May 9th he was ordered by the Adjutant-General of Virginia to report to Maj.-Gen. Walter Gwynn, commanding Virginia forces at Norfolk; thereupon General Gwynn, on the 10th of May, ordered him to report to Col. R. E. Colston, under

whom he served as drill master at the entrenched camp, near Norfolk. On the 19th day of July, 1861, the President appointed him 2nd lieutenant, Corps of Artillery, in the Confederate States Army, over the hand of L. P. Walker, Secretary of War, C. S.; and his resignation as 2nd lieutenant of the Provisional Army of Virginia was accepted, to take effect on the 25th of July.

Samuel M. Wilson, a prominent citizen of Portsmouth, having been authorized by the Secretary of War to organize a battalion or regiment for the service of the Confederate States, called to his assistance the promising young lieutenant whose military training was essential to Colonel Wilson's success.

PORTSMOUTH, VA., May 5, 1862

MAJOR WILLIAM F. NIEMEYER:

Sir: I hereby certify that at election held for the office of Major of the Battalion or Regiment being raised by me for the service of the Confederate States, under authority of the War Department through letter of the Adjutant-General of the 6th of July, 1861, you have this day been duly elected Major of said Battalion or Regiment, and notice of your election has been sent to Major-General B. Huger, commanding Department of Norfolk, to whom you will report for duty.

I am very respectfully,

Your obedient servant,

SAMUEL M. WILSON.

HEADQUARTERS DEPARTMENT, NORFOLK, May 6, 1862.

Report to General Blanchard for duty with Wilson's Battalion.

By order of General Huger.

S. S. ANDERSON,

Assistant Adjutant-General.

DEPARTMENT OF NORFOLK, HEADQUARTERS THIRD BRIGADE, PORTSMOUTH, VA., May 6, 1862.

Special Orders, No. 83.

I. Major William F. Niemeyer, Wilson's Battalion, having reported for duty to Brigade Headquarters by order of Major-General Huger, is assigned to the command of the troops at Forrest Entrenchment.

By command of Brigade-General Blanchard, Commanding Third Brigade.

W. L. RIDDICK,

Assistant Adjutant-General.

DEPARTMENT OF NORFOLK, HEADQUARTERS THIRD BRIGADE,

PORTSMOUTH, VA., May 7, 1862

Special Orders, No. 84.

II. Major William F. Niemeyer, Wilson's Battalion, will proceed to Pig Point and superintend the election of company officers for Company "H," Ninth

Virginia, Captain Neblett, and Sussex Defenders, Wilson's Battalion, Captain Mason, to be held tomorrow, 8th instant, in accordance with provision of Conscription Act.

Major Niemeyer will furnish each officer then elected with a certificate of election, and duplicates must be sent to Adjutant and Inspector General's office, Richmond, through Brigade Headquarters.

By command Brigade-General Blanchard, Commanding Third Brigade.

W. L. RIDDICK,

Assistant Adjutant-General.

To MAJOR W. F. NIEMEYER,

Commanding Forrest Entrenchment.

Major Niemeyer, with his command, retreated from Forrest Entrenchment, near Hall's Corner, in Western Branch, Norfolk County, on the 10th of May, 1862, the day Norfolk and Portsmouth were evacuated, which he noted in his diary, "The saddest day of my life," and marched to Suffolk. On the 11th day of May, he left for Petersburg, via Weldon, where he arrived on the 13th, and assumed command of the city and the Department of Appomattox for a short while. On the 22nd day of May, 1862, the officers of the line assembled at Jarrett's Hotel, in Petersburg, under supervision of Maj. George W. Grice, assistant quartermaster, and elected field officers of the Sixty-first Virginia Regiment Infantry, as follows: Colonel, Samuel M. Wilson; lieutenant-colonel, William F. Niemeyer; major, William H. Stewart. Their commissions were issued on the 15th of July, 1862, by George W. Randolph, Secretary of War, to date from the 22nd day of May, 1862.

HEADQUARTERS, PETERSBURG, VA.,

August 23, 1862.

Pursuant to Special Order, Headquarters, Petersburg, August 22d, the members of Board of Survey met this day at 12 M., and valued and mustered into Confederate service the following horses:

One roan mare, belonging to Lieutenant-Colonel William F. Niemeyer, valued at \$175.

One bay horse, belonging to Major William H. Stewart, valued at \$225.

(Signed) LIEUTENANT CHARLES D. MYERS, A. D. C.

JOHN A. BAKER, A. D. C.

LIEUTENANT J. A. SHINGLEIN, A. D. C.

Detachments of the 61st Regiment, Virginia Infantry, were sent from Petersburg to City Point, Port Walthall, and Point of Rocks,

on the Appomattox River, below the city of Petersburg.

On the 3d of September the regiment was ordered to Richmond, and from thence to Brook Church, where it encamped until the 5th, when it was ordered to Rapidan Station to rebuild the railroad bridge. The army of Northern Virginia was then in Maryland, and on its return to Virginia, the 61st Virginia Regiment was assigned to Mahone's Brigade by order of General Lee.

Lieutenant-Colonel Niemeyer was in active command of the 61st Virginia Regiment from its organization until October, 1862, when its command devolved upon Col. V. D. Groner, selected to succeed Colonel Wilson, who had resigned.

Colonel Niemeyer was engaged in the battles of Fredericksburg, Zoar Church, McCarty's Farm, Chancellorsville, Salem Church, Gettysburg, Hagerstown, Bristoe Station, Mine Run, Wilderness, Shady Grove and Spottsylvania Court House. He was severely wounded in the ankle at Bristoe Station; and after having commanded his regiment in two brilliant and successful charges of the memorable 12th day of May, 1864, was killed by a sharpshooter in the shadow of that bloody day at Spottsylvania Court House. So fell a noble man, a brave soldier, a true citizen, who loved his country better than his life, and who was loved by his soldiers with brotherly devotion. His remains were sent to Richmond and buried in Hollywood Cemetery, where they now rest.

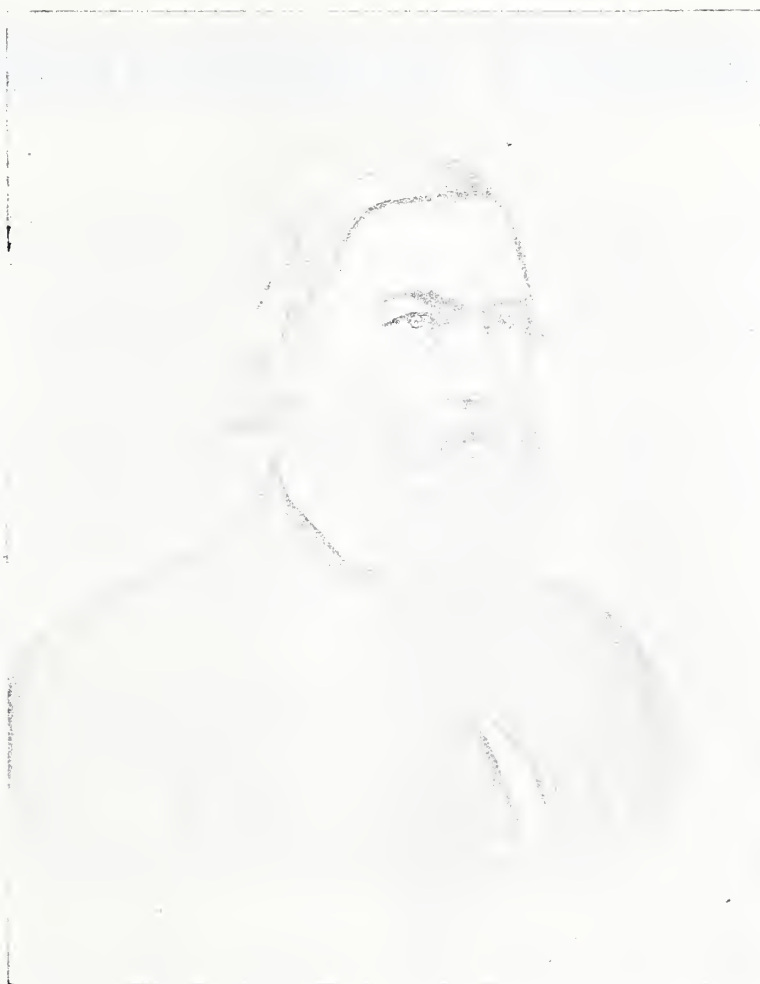
He married in Portsmouth on the 2nd day of January, 1862, Sarah Campbell Smith, who has, since the death of her husband, devoted her life to aiding the widows and orphans of Confederate soldiers, and in perpetuating memories of the Lost Cause, with ardor and devotion, unflagging and fearless, as a true and faithful daughter of the Confederacy.

Stonewall Camp, Confederate Veterans, Portsmouth, Virginia, has on more than one occasion tendered to her unanimous vote of thanks in appreciation and gratitude for her invaluable services in its behalf, and she shall have the thanks and esteem of every individual member as long as life lasts.

Colonel Niemeyer left one child—John Frederick Niemeyer.

NAVAL CONSTRUCTOR SAMUEL WILSON ARMISTEAD,

A resident of Portsmouth, Virginia, died January 27, 1895, from an accident at Mare Island Navy Yard, California. He was born in September, 1861, and in 1879 stood a competitive examination for admission to the United States Naval Academy and passed among the first on the list. After graduating he again stood a competitive examination for a post-graduate course at the great shipyard of the British government at Greenwich, England, which course was inaugurated by this government for the brightest men in the Naval Academy, and in this examination he was successful. After finishing his course he was assigned to the "New York" for about a year; he was then ordered to the Quintard Yard, Boston, to superintend the construction of the United States cruiser, "Marblehead." He next went to New York in connection with the same ship, which had been sent there for completion. His next duty was at the Norfolk Navy Yard in Portsmouth, Virginia, where he remained only a few months, when he was ordered to Mare Island Navy Yard, and there the accident occurred, caused by the breaking of hawser, which struck him with fatal effect. He was a man of brilliant culture, great skill and earnest devotion to duty.



CAPT. JOHN JULIUS GUTHRIE.

Representative Citizens

JOHAN JULIUS GUTHRIE, who resides at Swimming Point, near Portsmouth, Norfolk County, Virginia, is a native of Portsmouth, and a son of Capt. John Julius Guthrie.

Samuel Guthrie, the great-grandfather of our subject, served with two brothers in the Revolutionary War. Dr. John Wilburn Guthrie, his son and grandfather of the present family, was a surgeon in the 2nd Regiment of North Carolina during the war of 1812. He owned an elegant home at Washington, North Carolina, and was a well-known physician of his day, with a large practice, a cultured and influential gentleman.

Capt. John Julius Guthrie, his son, was born April 15, 1815, and entered the United States Navy in 1834 as a midshipman, in which service he attained high distinction both in time of war and peace. A brief sketch of his interesting life, written by one familiar with his career and character, appeared in the *Norfolk Daily Landmark*, December 2, 1877, and is as follows:

"The subject of this brief memoir was born in a State prolific in brave men, having first seen the light in Washington, North Carolina, where his father, Dr. J. W. Guthrie, U. S. Army, resided. His early education was carefully directed, and was partly acquired at the University of Chapel Hill. In 1833 he was appointed a cadet at West Point, but after a year's instruction at that famous school he received an appointment in the navy, which he

entered as midshipman in 1834. He was ordered to the sloop-of-war 'John Adams,' bound to the Mediterranean, where that ship joined the squadron under command of Commodore Paterson. The name of that officer will readily be recalled by those who were intimate with the lamented Guthrie, and the impressions made then on his youthful mind are explained by the fact that he traveled with the Commodore's family through a great part of Europe, and in their company made a journey to the Holy Land.

"On his return from Europe he was ordered (1838) to join the frigate 'Columbia,' Commodore Reed, and in her sailed from this port for China. At the expiration of three years he returned to the United States and passed his examination with credit. In 1840 he was married in Portsmouth to Louisa S. Spratley, who survived him 24 years. He then served in the 'Pennsylvania' (receiving-ship), the steamers 'Poinsett,' 'Macedonia,' sloop-of-war 'Warren,' steamers 'Huron' and 'On-ka-Hye' (commanded by Lieut. Arthur Sinclair, whose name is still dear to many hearts in this city), and from her he was transferred (1845) to the 'Flirt' (always associated here with the celebrated Jack Davis). In this vessel Guthrie sailed for the Gulf of Mexico, where he served through the Mexican War, his vessel performing varied and arduous services as a member of the squadron blockading Vera Cruz.

"At the end of the war he returned to the

United States, and after a short time of service he was ordered to the frigate 'Brandywine,' destined for the Brazils, where he spent three years under Commodore Storer, who commanded the squadron. He was again ordered to that station (1852), and while engaged in this duty he translated a history of Brazil, the manuscript of which was lost at sea while en route to the publishers. On his return to the United States, he was ordered to report for duty at the U. S. Naval Observatory under Capt. Mathew Fontaine Maury, and was for two years in the full enjoyment of the confidence and affection of that great man, who organized this branch of the public service. When detached from the observatory he reported to Captain Biglow (1855), on board the 'Levant' under orders for the East Indies.

"Captain Guthrie's second visit to the coast of China was destined to be far more exciting than that previously recorded, for it was then that the Anglo-French war occurred, in which the Chinese at the Barrier Forts, on the Canton River, were attacked by our naval forces as the American flag had been wantonly fired upon by these infuriated Celestials. Reparation for this outrage having been refused, the gallant Foote, afterward an admiral, got the 'Plymouth' and 'Levant' into position, and under a heavy fire from their batteries landed a force of seamen and marines. One division of the stormers was commanded by Guthrie and his splendid valor carried him foremost of them all up the beach, where, after a fierce struggle, the Chinese were driven back, and hauled down their ensign with his own hands. Previous to this assault, Lieutenant Guthrie, as a volunteer, had made by night a close reconnoissance of the forts, four in number, which had been well and skillfully constructed by European engineers according to the best methods then known to military men.

"Early in April, 1858, he arrived at Boston, in the 'Levant,' and was granted the customary three months' leave. During this time

he presented the flag he had captured at the Barrier Forts to his native State, which had voted him a sword of honor for his conspicuous gallantry in the assault by which they were carried. Passing over minor details of routine service, we resume the thread of his eventful life on board the sloop-of-war 'Saratoga,' under Commander Alfred Taylor, under orders from Philadelphia for Africa. While cruising along that desolate and torrid coast, information was received that a large ship, freighted with 900 slaves, was up the Congo River, and that her captain, a notoriously daring man, was resolved never to be captured. An expedition was at once fitted out against this enemy of humanity, and Lieutenant Guthrie, then the executive officer of the 'Saratoga,' having picked the officers and men of the detachment, undertook the desperate enterprise.

"In this he was successful. The slaves were liberated in Liberia, and Lieutenant Guthrie brought the slaver 'Nightingale' to the United States as a prize. He reached New York in July, 1861, and found the Republic convulsed by civil war.

"Here he met his old friend Captain Foote, who said to him, 'Guthrie, I hope you will remain in the service.' To which our dead friend made the characteristic answer, 'I shall do that which my conscience enjoins on me, as I understand my duty.' 'I know you will,' was Foote's reply, and this was all that passed between those brave seamen and lifelong friends on the mournful topic of Guthrie's resignation."

The "Nightingale" was the last slaver ever captured by an American war-ship and this occurred April 21, 1861. She was owned, manned and equipped in Boston, Massachusetts, and a Southern officer captured her after the war between the States had virtually commenced.

Lieutenant Guthrie accepted a commission as captain in the Confederate States Navy, and served with gallantry until the close of the war. In 1875 he was appointed by President

Grant as general superintendent and disbursing agent of the life-saving stations on the coast of North Carolina and Virginia. He was drowned November 25, 1877, in his noble and heroic attempt to save the lives of those on board the U. S. man-of-war "Huron," stranded off Kitty Hawk Beach, North Carolina.

Captain Guthrie married a daughter of Capt. Benjamin Spratley, who was a soldier in the War of 1812. Captain Spratley's wife was a daughter of Dr. William C. Schutte, a French Royalist and refugee from San Domingo. The widow of Captain Guthrie died in 1900, aged nearly 78 years. She was a most excellent and lovable lady, highly gifted, refined and accomplished. Of 10 children born to this union, seven reached maturity, and six are now living, as follows: Dr. Joseph A., U. S. Navy, who two years ago left the United States as surgeon of the flag-ship "New York," and is now in charge of the U. S. Naval Hospital at Isabela, Island of Basilan, Philippine Islands; Mary Louisa; Annette Caroline; Elizabeth Joanna, wife of Hubert D. Ward; Jeanne Agnes; and John Julius, the oldest surviving child. The five last named all reside at the old homestead at Swimming Point.

Captain Guthrie was a Christian gentleman of rare intellectual attainments, polite, gentle and kind—he controlled his men by the force of a gallant example and his own heroic bearing. Many of our present admirals served under him as junior officers, and it is safe to say that all would testify to his uniform kindness and genuine worth. He was always considerate of his inferiors and while enforcing discipline was never abusive or exacting.

Benjamin Wilbur Guthrie, oldest son and first born child of Captain Guthrie, died in New York City, April 21, 1895. Early in 1861, he entered the Confederate army, where he served until after the Seven Days' battle around Richmond, when he was appointed lieutenant in the navy and ordered to Charleston,

South Carolina, and was there on the "Palmetto State," an iron-clad gunboat, when that city was evacuated. At the termination of the war, after remaining a few months at home, he removed to New York City, engaged in the wall-paper business, married and resided there until his death. His widow survives him.

When a boy, John Julius Guthrie, Captain Guthrie's namesake and oldest surviving son, lived at Portsmouth, Virginia, and at Washington, D. C., from 1853 to 1861, when he returned to his native city. He was a midshipman in the service of the Confederate States Navy from 1861 until 1865 and during that time was captured at Island No. 10, and sent to the prison at Sandusky, Ohio. At the close of the war he returned to Portsmouth and for a number of years traveled from Baltimore, New York and Louisville, Kentucky. For the past few years he has made his home at Swimming Point. This home is an old colonial brick house and was built by Col. William Craford, to whom the land upon which Portsmouth now stands was granted by royal patent in 1716 by King George I. Colonel Craford founded and laid out Portsmouth after his own native city—Hull, England, and this mansion house on his plantation, the present home of the Guthrie family—was erected in 1735, or thereabouts. It is beautifully and picturesquely located on the Elizabeth River, opposite Norfolk. A view of this home is shown on page 168 of this work. This building is referred to on page 26 of this history and is also mentioned in and in connection with the will of Colonel Craford in Chapter XXII.

Mr. John Julius Guthrie is well known in Portsmouth and Norfolk County, and is a man of many admirable traits of character. He was educated at Georgetown College, D. C., and has traveled extensively. He has never sought office, but leads a quiet, unostentatious life and devotes his time to literature and farming. A portrait of Captain Guthrie accompanies this sketch.

RICHARD T. CROMWELL, who, in partnership with his brother, John G. Cromwell, conducts a farm of 132 acres near Norfolk, Virginia, is well-to-do and has one of the best farms in this section of the State. He was born October 15, 1872, and is a son of Franklin and Isabelle C. (Phelps) Cromwell, grandson of John G. Cromwell, Jr., and great-grandson of John G. Cromwell, Sr.

John G. Cromwell, Sr., was born in Maryland in the eighteenth century and during his life followed the trades of carpenter and shoemaker very successfully. His ancestors came to this country from England and trace their descent direct from Oliver Cromwell, well known in English history as Lord Protector of England, and a descendant of the House of Stuart. John G. Cromwell, Sr., had a son, John G. Cromwell, Jr., also born in Maryland in 1809. He was a carpenter by trade, like his father, and died at the age of 72 years, leaving a son, Franklin, father of the subject of this sketch.

Franklin Cromwell was born April 20, 1832, and claims Maryland as his native State. When he reached manhood he diligently applied himself to the trade of his ancestors, that of a carpenter, and worked at it for 15 years. He then abandoned it, went to Norfolk in company with an uncle, Joshua Hawkins, and commenced work on some land belonging to him. For seven years they were very successful, and at the end of that time young Cromwell bought the farm of 132 acres for \$10,000. Half of that sum was paid down and the balance was soon canceled, as he made money rapidly, owing to the productiveness of the land. Agricultural pursuits occupied his attention from that time until about seven years ago, when his two sons, Richard T. and John G., rented the property; the father still makes his home there.

Franklin Cromwell was united in marriage with Isabelle C. Phelps, a daughter of Nelson Phelps. The ceremony took place February

9, 1861, and they had the following children: Joshua P., born September 30, 1867, who is a successful farmer, married Bertha Hart, and has four children. Jennie P., who is living in Norfolk, the wife of R. J. Malbon, and has four children; Richard T. and John G., both residing on the home farm; and Ruth B., who married E. B. Macon, and with her husband and little boy resides in Norfolk. Mr. Cromwell belongs to the Masonic fraternity, having become a member of Lodge No. 101, of Maryland, in 1853. In politics, while he votes the Republican ticket in presidential campaigns, his preference is given to the Democratic party in city and township elections.

Richard T. Cromwell, the subject of this biography, attended the public schools during his youth. His brother, John G., born March 9, 1873, shared his fortunes in those early days, and both remain on the farm with their father. In 1894 they rented the farm and have since been successful to a marked degree. The farm is in the center of the greatest garden area in the world, the soil being a sandy loam; especially adapted to gardening, and the climate being such that some kind of truck may be raised and marketed at every season of the year. The 132 acres is nearly all one large garden-spot, taking not a few laborers to care for it properly. Last year \$16,000 worth of truck was sold off of the place, the expense of preparing the ground the raising and marketing the products amounted to about half that sum. Most of the produce raised is put on the boats at Norfolk on one day and the following day it reaches New York City in time for the morning market, which begins there about 12 o'clock at night. In all probability it is eaten by the residents of that city at their noon meal of the day after it is sent from Norfolk. In December the cabbage is transplanted; in January radishes and lettuce and other spring vegetables are sown, and when these are ready for the market they are shipped to Boston and Philadelphia, as well as to New York City. In extreme cases strawberries have been in the



LIEUT.-COL. WILLIAM H. STEWART,
1862.

market in April, but May usually sees hundreds of acres of this fruit ready for use.

The subject of this sketch keeps a kennel of fine dogs, and when he can take his recreation enjoys the hunting of rabbits and partridges, which abound on and around his farm. He is the embodiment of activity, energy and perseverance, and may well be proud of his well-regulated farm and the successful business he carries on. He and his brother take an active part in political affairs and are thorough Democrats.



OL. WILLIAM HENRY STEWART is well known to the residents of Norfolk County, Virginia, the scene of his entire business career.

He attained prominence in the practice of law and through his connection with many quasi-public enterprises. He is a son of William Charles and Catharine Matilda (Garrett) Stewart, and comes of a family long established on Virginia soil. On his mother's side he is directly descended from William Moseley, who came to Norfolk County in 1649 and was a member of the County Court from 1650 until his death.

Charles Stewart, great-grandfather of the subject of this sketch born about 1730, married Martha Foreman, daughter of Alexander Foreman. He was a soldier of the American Revolution, and the records in the War Department, at Washington, D. C., show that Charles Stewart was commissioned as ensign in Captain William Grimes' Company of the 15th Virginia Regiment of Foot, commanded by Lieut.-Col. James Innes. His name first appears on the roll of that organization for July 1, 1777, with remark, "Commissioned April, 1777." He is reported on the roll for August, 1777, as "Looking after the sick in Philadelphia;" on the roll for September and October, 1777, without remark; on the roll for November, 1777, as "Turned over to Captain Gregory's Company;" December, 1777, he is

reported with rank as 2nd lieutenant, and on rolls for January, February, March and April, 1778, his name is borne without remark. His name next appears on the roll for December, 1778, of the field and staff of the 11th Virginia Regiment, commanded by Colonel Buford, with remarks, "Appointed June 24th, 1777, rank 2nd Lieutenant, 5th Company;" and on the muster rolls of Capt. David Mason's Company of the 11th Virginia Regiment in General Woodford's Brigade, commanded by Colonel Buford, from December, 1778, to November, 1779, without additional information. The roll of November, 1777, shows the designation of the organization to be "the 5th and 11th Virginia Regiment of Foot," commanded by Col. William Russell. The records of the Bureau of Pensions in Washington show that Charles Stewart was granted 2,666 2-3 acres of land on April 10, 1819, by the State of Virginia, for three years service as an ensign in the Virginia Continental line,—Virginia Military Warrant No. 6,308. In minute book No. 12, page 49, of the Norfolk County Clerk's office, appears the following order: "At court held for Norfolk County the 15th day of February, 1813, Jesse Nicholson came into court and made oath that Charles Stewart, formerly of this county, was an ensign in the 15th Virginia Regiment in the Revolutionary War; that he served for upwards of three years, and how much longer he does not know, and he thinks, was afterward advanced to a lieutenant, which is ordered to be certified, and it is also certified by the court, William Stewart, Charles Stewart and Alexander Stewart, are the only children and heirs at law of the said Charles Stewart, who is dead."

On the 19th day of July, 1790, Charles Stewart was recommended to the Lieutenant-Governor by the Court of Justice of Norfolk County as a proper person to be captain in the militia of this county; was duly appointed and qualified by taking oath of fidelity to the Commonwealth of Virginia. Prior to the Revolu-

tion, under the colonial government, he held an office in the militia of Norfolk County. The court records show a number of real-estate transactions in St. Bride's Parish of Norfolk County; also the land office in Richmond shows land patents issued by Lieut.-Gov. Beverly Randolph to William Wilson, Jr., and Charles Stewart; and the land tax book for St. Bride's Parish for 1797 in the Circuit Court Clerk's office of Norfolk County, shows Charles Stewart assessed with seven parcels of real estate, amounting to 542 acres, valued at £273, 16s., 8d. Charles Stewart died in February, 1801. His children were: William, born August 11, 1780; Charles, born August 30, 1782; Joseph, born May 20, 1784; Ann, born July 12, 1786; Alexander, born March 8, 1788; and John born December 9, 1791. Joseph Ann and John died in infancy.

Alexander Stewart, son of Charles Stewart, married Laurretta Wallace, in 1807, and died in 1813 as a result of a cold contracted while serving in the War of 1812. His widow was afterward twice married. She was born March 3, 1786, and died June 6, 1857. They had three children: Joseph, born in 1808; William Charles, born September 21, 1810; and Caroline Frances, born October 17, 1812.

William Charles Stewart, son of Alexander Stewart and father of the subject of this sketch, was a lieutenant of State Volunteers during the Mexican War, but his command was not called into service. He was imprisoned during the Confederate War at Old Point by Gen. B. F. Butler, for his loyalty to the South. On September 13, 1837, he married Catharine Matilda Garrett, and they had three sons and two daughters, as follows: William Henry; Charles Alexander; Robert Edward Bruce; Nannie Garrett, deceased; and Sarah Catharine (Etheridge), deceased. William Charles Stewart died June 29, 1865.

Col. William H. Stewart was educated at common and private schools of Norfolk County, at the Union Male Academy of Hertford County, North Carolina, and at the Univer-

sity of Virginia. He was an ardent secessionist and promptly responded to the call of his native State for troops to repel the Northern Army of Invasion. He was 2nd lieutenant of the Wise Light Dragoons, State Volunteers, called out April 22, 1861, and encamped at Denby's Church in Norfolk County, to picket the beach with Doyle's cavalry from Ocean View to Sewell's Point. After a few weeks of active service, the organization, having insufficient numbers to be mustered into the Confederate service, was disbanded, and the Jackson Greys were recruited and mustered into the Confederate Army July 12, 1861. His first service was at Fort Nelson, heavy artillery, Portsmouth, Virginia; from thence to rifle-gun battery at Sewell's Point, Norfolk County, Virginia. Captain William H. Stewart, Jackson Greys, commanding this battery, was engaged March 8, 1862, with the U. S. frigate "Minnesota;" and with the United States fleet bombarding Sewell's Point, May 8, 1862. On the evacuation of Norfolk, he was ordered to Petersburg, his company being assigned to the 61st Regiment, Virginia Infantry, as Company A, and was elected major of his regiment. He was in the engagement at Rappahannock R. R. Bridge, November 7, 1862; at Fredericksburg, December 11, 12 and 13, 1862; at McCarty's Farm or Chancellorsville, May 2, and 3, 1863; at Gettysburg, July 2 and 3, 1863; at Hagerstown, commanding brigade picket line, July 6 to 11, 1863; at Culpeper or Brandy Station, August 1, 1863; at Mine Run, December 2, 1863; at the Wilderness, May 6, 1864; at Shady Grove, May 8, 1864; at Spottsylvania Court House, wounded slightly, May 12, 1864, promoted to lieutenant-colonel. Here the colonel of the regiment was also severely wounded so that the command of the regiment devolved upon Lieutenant-Colonel Stewart, who commanded the regiment in the following engagements: At North Anna River, May 21 to 23, 1864; at Hanover Court House, May 28 and 29, 1864; at Lee's Station, June 1, 1864; at Cold Harbor June 1, 2 and 3, 1864; at Turkey

Ridge (skirmishing) June 4 to 13, 1864; at Frazier's Farm, skirmish, June 13, 1864; at Wilcox Farm (Petersburg), June 22, 1864; at Gurley House, June 23, 1864; at Ream's Station, June 27, 1864; at the Crater, July 30, 1864; at Ream's Station, August 25, 1864; at Burgess' Mill, October 29, 1864; at Hicksford, December 9 and 10, 1864. On the return of Colonel Groner, after recovering from his wound, Lieutenant-Colonel Stewart issued the following congratulatory order:

HEADQUARTERS, 61st VA. INFT., Dec 14, 1864.

GENERAL ORDER NO. 14.

As the Lieutenant-Colonel is about to relinquish command, he desires to express to the officers and men his heartfelt thanks for uniform courtesy and prompt observance of all orders. He congratulates you upon the noble part you have taken in the brilliant success of the campaign. Besides participating in the capture of artillery, small arms and prisoners, eight battle-flags are trophies of your prowess. Soldiers! These achievements have only been attained by sad depletion in your ranks. Let the noble deeds of your fallen comrades and the oppressive slavery of your kinsmen stimulate you to renewed efforts in behalf of your afflicted country. Stand steady and firm by your tattered battle-flag of the future as you have in the past and soon an honorable peace with the independence of your country will be a glorious reward.

WILLIAM H. STEWART,

Lieut.-Col. Commanding.

W. A. S. TAYLOR,
Adj't.

The regiment was in the battle of the 19th of August, 1864, under Colonel Groner, but his old wound forced him to relinquish the field. The regiment was engaged in the battle of Hatcher's Run, February 6, 1865, under Lieutenant-Colonel Stewart; at Petersburg the regiment evacuated the Bermuda Hundred line, April 1, 1865; was engaged with cavalry at Amelia Court House, April 5, 1865; at the battle of Cumberland Church, Lieutenant-Colonel Stewart commanded the division picket line, April 7, 1865; and the command surrendered at Appomattox Court House April 9, 1865. Lieutenant-Colonel Stewart was paroled and returned to his father's home.

After the war Colonel Stewart engaged in farming on his father's farm, the latter dying soon after the former's return from the Con-

federate service, and continued until 1870, when he removed to Portsmouth, studied law and was licensed to practice on October 3, 1871; there he has since resided and practiced law. He was Commonwealth's attorney of Norfolk County from July 1, 1875, to July 1, 1893, an eventful period of public litigation. The finances of the county were in such condition in 1873 as to require a special levy of 15 cents on \$100 to meet the increasing demands upon the county; but in 1876 the regular levy was reduced five cents and in 1880 no tax was levied. At a meeting of the Board of Supervisors held on October 21, 1879, the following was offered and passed: "In view of the fact that there is a large balance in the hands of the county treasurer, sufficient to meet the expenses for the year 1880, it is so recommended that we levy no county tax for next year." Book No. 1. Page 337. This was owing to the fact that several suits had been pushed to a successful termination by the attorney for the Commonwealth, which brought large sums into the treasury of the county, the most important of which was the judgment against the city of Portsmouth for a sum over \$12,000, obtained from a settlement growing out of the separation of the city and county in 1858. On December 4, 1877, the Board of Health of the city of Norfolk voted Commonwealth's Attorney William H. Stewart a resolution of thanks for prosecuting the slaughter-house nuisance in the suburbs of the city in "an able and direct manner." *The Public Ledger* in 1877 said: "In Col. William H. Stewart, the Commonwealth's Attorney for the county of Norfolk, the people have a faithful and fearless representative—a man who neither fears nor courts the action of the rings that have controlled and prevented the prosperity of that county. In these times of degeneracy and sycophancy a faithful officer is a jewel of priceless value to a tax-burdened and ring-ruled people."

Colonel Stewart was Portsmouth city editor of the *Norfolk Landmark* from its estab-


lishment by Capt. James Barron Hope, until April 1, 1876. He was the editor of the *Daily Times* of Portsmouth for two years, resigning March 6, 1880. He has been closely identified with the street railways, having been vice-president and director of the Portsmouth Street Railway, and president and director of the Port Norfolk Electric Railway from its organization until he resigned in April, 1897. The location of a town on the old Glebe farm, Port Norfolk, was his conception.

Colonel Stewart was married October 30, 1873, to Annie Wright Stubbs, of Portsmouth, a daughter of John S. and Stella L. H. (Armistead) Stubbs. She was born July 30, 1848, and died November 28, 1883. They had one child, Robert Armistead, born on Friday, March 9, 1877. William H. Stewart again intermarried with Sallie Watson Magruder, of Albemarle County, Virginia, September 20, 1888. Her father was Col. Benjamin H. Magruder and her mother Maria Louisa Minor, a daughter of Dr. James Minor (and Polly Watson), who was a son of Garrett Minor, of Sunning Hill, Louisa County, Virginia, and Mary Overton, *nee* Terrill. Garrett Minor was a member of the Committee of Safety for that county in 1775.

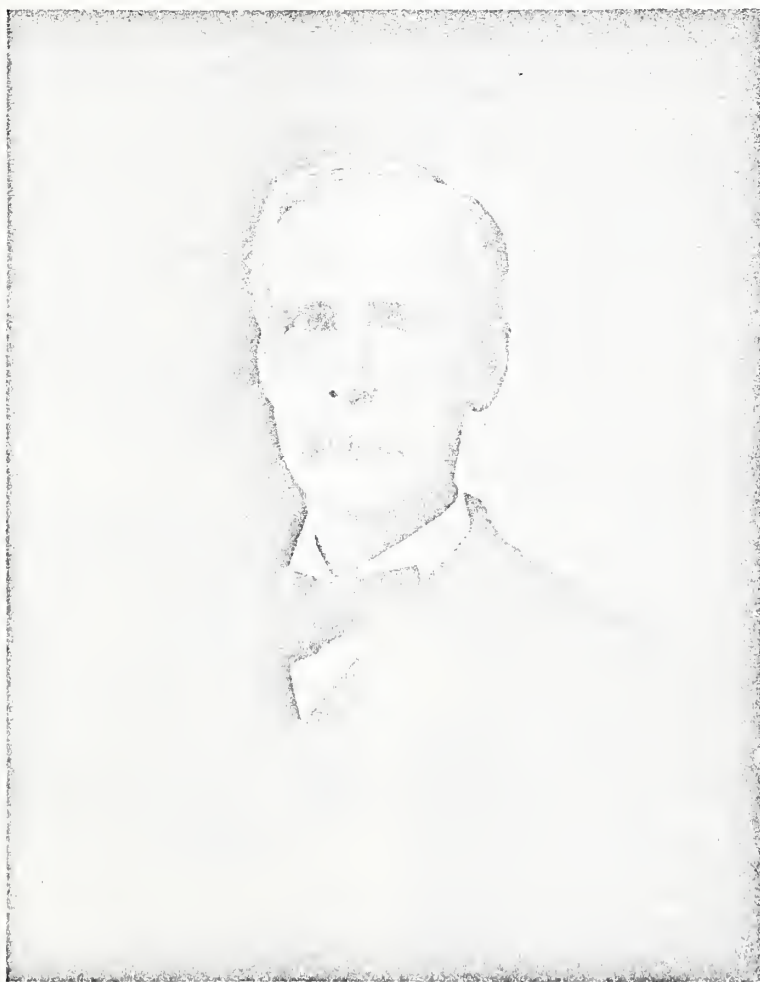
William H. Stewart is a member of Virginia Society, Sons of the American Revolution; past commander of Stonewall Camp, Confederate Veterans; and vice-president of the Norfolk and Portsmouth Bar Association. He is a vestryman of Trinity Protestant Episcopal Church, Portsmouth Parish, and a member of the board of trustees of Portsmouth Orphan Asylum. He was a member of the State Board of Visitors to Mount Vernon in 1898. His oration on Matthew Fontaine Maury excited great interest. In commenting upon it the *Norfolk Landmark* editorial said: "Some of us had the pleasure of listening to this oration on a former occasion, but the remembrance of the beauty and fervor of its style and the lofty patriotism which pervaded it from

beginning to end will cause us to feel thankful for the chance of once more enjoying it; Colonel Stewart is a speaker of rare gifts and can command respect and admiration upon any subject that he touches; but this is one dear to his heart." And Prof. Willis A. Jenkins wrote: "Colonel Stewart is an orator of unusual ability and among the many excellent efforts I have heard from him, none compare with the picturesque, complete, impassioned, magnificent oration on the great Virginian. Among the hundreds of lectures and orations to which I have listened, I recall no one that I enjoyed more, nor one that has made a deeper impression upon me."

A portrait of Colonel Stewart appears on Page 12. In connection with this sketch a war-time picture is shown, engraved from a photograph taken in 1862.

ENRY L. GUY, postmaster and merchant at Tanner's Creek, Norfolk County, Virginia, is a man of rare business ability, and by the pleasant and courteous manner which he manifests toward every one has become very popular and has made many friends throughout his section of the country.

Mr. Guy was born January 25, 1864, and is a son of Joseph L. and Mary F. (Braughton) Guy, grandson of John Guy, and great-grandson of George Guy. George Guy was one of four brothers who were born and reared in Norfolk County, and lived here during the eighteenth century, mainly following both farming and fishing. Of these, Harry died in early life; Nelson lived to a ripe old age; Bailey attained the age of 60 years; and George, great-grandfather of Henry L. Guy, died of old age. His son, John, the grandfather of Henry L., was a farmer and fisherman in Norfolk County and passed to his final rest in 1858 when 72 years old. His son, Joseph L., was born January 31, 1825, about four



COL. WILLIAM LAMB.

miles from Norfolk. Until a short time ago he led an active life as a farmer and fisherman, and disposed of the fruits of his skill in the Norfolk market with great success: he is now retired from business. In 1852 he was united in marriage with Mary F. Braughton, a daughter of Henry A. Braughton, a successful merchant. J. D., Anna B. and Henry L. are his children.

Mr. Guy's education was limited to the knowledge obtained from a common school, and much of his early life was spent on a farm. In 1889, however, he started out for himself, rented a storeroom in Tanner's Creek, purchased a stock of merchandise and did a successful business for five years. He sold his business at that time and removed to Norfolk, where he was in business two years, and then sold out again and returned to Tanner's Creek. There he built a storeroom, directly opposite to the one he had previously occupied, and purchased another stock of merchandise. He has been in the same line ever since and enjoys the best of trade.

During Cleveland's administration Mr. Guy was appointed postmaster and has held the same position ever since, the postoffice now being located in his store. In politics Mr. Guy is an ardent Democrat. In religious attachment he is a member of the Baptist Church.

Mr. Guy is industrious and energetic, and discharges his duties in a manner above criticism, thus acquiring the good will and commendation of all who have dealings with him. His unqualified success in business is as gratifying to his friends as it is to himself.



COL. WILLIAM LAMB, editor, soldier, statesman, orator and man of business, whose portrait is shown on the opposite page, was born at Norfolk, Virginia, September 7, 1835, and was graduated from William and Mary College in 1855, after which he took the law

course. He then became editor of the *Daily Southern Argus*, and continued as such until the outbreak of the Confederate War. He was a delegate to the Democratic National Convention in 1856. In 1857 he secured the election of a City Council at Norfolk, pledged to establish a system of public school education, modeled upon that of New England, and they put it in operation in advance of any Southern community. He has been the champion of popular education since that time. He warmly advocated the education of the colored race, after his state was re-admitted to the Union. He was a visitor to the University of Virginia, and acting rector during one session, and has long been a visitor of William and Mary College, and a trustee of the Norfolk Academy. He was placed at the head of the State Democratic electoral ticket in 1860, sided with Breckenridge when the party was divided, and was the one elector on that ticket that was chosen.

When the war between the States broke out he tendered his services and that of his volunteer company, "The Woodis Rifles," to the Governor of Virginia for active duty, and served till the fall of Fort Fisher, North Carolina, January 15, 1865, of which he was commander. Captured there, he was so desperately wounded that his life was saved with difficulty.

Previously, on the 25th of December, 1864, he had repulsed a combined attack of Gen. Benjamin F. Butler and Admiral Porter with the famous powder-ship. The heroism displayed in the defense of Fort Fisher, before it fell under the combined attack of General Terry and Admiral Porter, earned for Colonel Lamb the title of "Hero of Fort Fisher" among the people of the Southern States. He was stimulated to this brilliant defense by a message from General Lee, the head of the Confederate forces, to the effect that if Fort Fisher was taken by the enemy, he (Lee) could not feed his army. The engineering feat of Colonel Lamb is best described in the words of his friend, Col. J. R. Waddy, of Norfolk:

"Although Colonel Lamb entered the Confederate service as captain of a rifle company, two Parrott guns were assigned him and he was sent to Sewell's Point, situated on Hampton Roads, below Norfolk, to help protect the batteries which were being constructed there. The afternoon he arrived at Sewell's Point his company, with details from other companies, had an engagement with the gunboat 'Monticello,' which had been sent there to interrupt the work on the batteries. After an hour's fighting his Parrott guns drove the 'Monticello' away. It was here that Colonel Lamb conceived the idea of commencing the study of military engineering, and from that time until the end of the war he was an indefatigable student, getting all the text-books available, especially through the blockade after he took command of Fort Fisher. He found in Charleston, while on the staff of General Anderson at Wilmington, a complete history of the Crimean War, with a full plans of the works and defense of Sebastopol. He took the fortifications around Sebastopol as his model and adapted them to the defense of New Inlet, with many modifications and improvements, and when the fort was captured, although far from being finished, it was the largest fortification in the Confederacy and was called the 'Malakoff of the South.' The land-face extended from the Cape Fear River to the ocean, and the sea-face protecting the Inlet was a series of batteries connected by a heavy curtain, ending with a mound 60 feet high, which had a plunging fire on the channel. These two sides of the works, which were all that had been completed, were nearly a mile and three-quarters in length, but had only 44 guns, two mortars and four pieces of light artillery to defend them, an armament smaller than several of the frigates in the attacking fleet. Although 40,000 shot and shell were expended against these works, not a magazine of bomb-proof was injured, and not a gun on the sea-face dismounted by the Federals. On the land-face in the first bombardment when

Butler and Porter were defeated, only one gun was injured. It was in the first fight that an unsuccessful attempt was made to destroy the works by an explosion of a powder-ship with 250 tons of powder. In the second bombardment the land-face guns, 20 in number, were taken in detail and after a terrific, direct and enfilading fire for three days and two nights, 19 of these guns were rendered unserviceable, although the works proper was only slightly injured. The work, which was built of timber, sand and turf, was constructed for sea-coast defense only against ships, the shifting sands rendering a moat impossible without masonry, which was not obtainable, and the palisade-line in front of the land-face was thrown up merely to prevent surprise from a sudden landing from a fleet when the garrison was reduced to less than 600. Colonel Lamb had no engineer detailed to assist him in the work, but his plans were approved by Beauregard, Longstreet, French, Whiting and Raines.

"After the Confederate War, this fort was adopted as the model at West Point for instructing the cadets in sea-coast fortifications, the plan of Sebastopol having previously been used, and was continued until the modern plan of a fort constructed of sand, concrete and turf was adopted and which plan carries out many of the improvements of the previous plan which had been made by Colonel Lamb in the construction of Fort Fisher. Had the work been completed as designed by Colonel Lamb, it is believed by most eminent engineers that a small force could have held the works against all comers, notwithstanding the co-operation of the fleet. The capture of Fort Fisher was a new departure in the reduction of forts. The immense fleet did the work in a few days, that a regular land siege would have taken months to do in the way of disarming the fort, and while the garrison was under a terrific fire for three days and two nights, rendering repairs impossible, besiegers were resting quietly and were able to approach within 100 yards of the works in comparative safety. The garrison

numbered not over 1,500 men, while the troops that landed from the transports were 8,500 and were re-enforced by 2,000 sailors and marines. After the fort was entered the struggle lasted from 3:30 until 9 p. m. Most of the time the fleet co-operated with the army after they entered the works, by means of signaling, and while necessarily some few of the Federals were killed by this fire from the fleet, it was more destructive to the Confederates than the fire of the assailants in the fort and prevented the garrison from dislodging the army after the sailors and marines had been repulsed. At the capture of Fort Fisher, the bombardment was not only the greatest that ever occurred in history in weight of metal, but it was the longest hand to hand fight during the Confederate War. The Federal loss in killed and wounded was nearly as many as there were soldiers in the garrison.

"Since the war Colonel Lamb has given the harbor of Norfolk the benefit of the knowledge he acquired as an engineer in tidal currents, having had one island in his command with two guns swept away and his mound threatened, requiring him to use every expedient for the protection of his works against the shifting currents of the river and sea. He has, also, in the work of Whiting upon the Cape Fear River, an object lesson in the value of jetties in preserving channel-ways, which he practically applied to the Elizabeth River, with the advice and approval of Gen. John Newton, Chief of Engineers, when the coal trestle of the Norfolk & Western Railway was run out to Lambert's Point Light House on a solid bulkhead, the channel, both north and south of the river, having been greatly improved by the structure."

Avoiding public life when he returned to Norfolk, Colonel Lamb devoted himself to developing the natural resources of the city and State. He manages the large shipments of coal, fostered by the Norfolk & Western Railway, which have made Norfolk the principal coaling station of the Atlantic Coast. He was

the first to formulate and use a through bill of lading from interior cities to Europe via Norfolk. He has been repeatedly elected president of the different boards of trade in Norfolk, and is now president of its Chamber of Commerce. In 1876 he was a delegate to the Democratic National Convention which nominated Samuel J. Tilden for the United States presidency, and he has had a more or less active part in State politics since that date, having presided at four State conventions, and been twice on the presidential electoral ticket. He was mayor of Norfolk for six years. For more than 20 years Colonel Lamb has been president of the Norfolk Seamen's Friend Society, and he is now a manager of the Jackson Orphan Asylum. Since the war he has contributed at least \$50,000 to the comfort and maintenance of the unfortunate companions of his soldier days.

Colonel Lamb has addressed various societies upon agricultural, commercial, biographical and social subjects. In 1899 St. Lawrence University in Canton, New York, conferred upon him the degree of LL. D. He married in Providence, Rhode Island, in 1857, Sarah A. Chaffee, a lady distinguished for her beauty and accomplishments.



WILLIAM F. SHUMADINE, a well-known truck farmer, is a prominent citizen of Lambert's Point, Virginia, and his occupation is that of many of his neighbors and friends. He was born in Norfolk County, in the vicinity of his present home, which was also the birthplace of his father. He is a son of F. B. and Elizabeth (Wood) Shumadine. His father was successfully engaged in farming for many years. About six years ago he retired from active service to live upon the competency gained in many years of toil. He was born in 1827, and his wife, who is also a Virginian by

birth, was born in 1830. They reared eight children, among them the following: John E., a carpenter at Lambert's Point; William F.; James Henry and Walter Lee, both grocers in Norfolk; and Charles Thomas and Albert Jackson, who are market gardeners.

William F. Shumadine was educated in the public schools of his native place and from the first years of his manhood devoted the most of his attention to agricultural pursuits. He now has a well-improved farm which is in a state of high cultivation, and upon this productive place, market gardening is carried on extensively, many of the products being sent north to New York City, where they are disposed of quickly and profitably.

Mr. Shumadine was joined in the bonds of matrimony with Mabel Elizabeth Thear, a daughter of James Thear, a respected resident of Norfolk County, Virginia, of which Mrs. Shumadine is a native, her birth having taken place in 1874. She is one of a family of three children, the others being, Blanche, the wife of Cliff Stanley, who is employed in the clerical department of the Norfolk & Western Railway; and Eulia, who is deceased.

The subject of this sketch and his estimable wife have no children. They enjoy to a large degree the confidence and respect of their neighbors, and dispense hospitality with a free and generous hand. They are active members of the Methodist Episcopal Church, South. Socially Mr. Shumadine affiliates with the I. O. O. F., and in his political views is a Democrat and consistently upholds his chosen party.

DR. W. J. GRIMES has a large and lucrative practice in and about the beautiful city of Norfolk, Virginia, where he located in 1886, and where he has followed his profession continuously since that time. He is located at No. 215 West Brambleton avenue. He was born on the Western Branch of the Elizabeth

River March 5, 1854. He is a son of William Staughton and Elizabeth F. (Taylor) Grimes.

The Grimes family is of English extraction and the ancestors of the Doctor fought under Oliver Cromwell. William Staughton Grimes, the father, is still living and reached his 75th mile-stone October 28, 1901. He followed farming nearly all of his active days, but is now spending the sunset of life with his eldest daughter and her family. He was twice married and each of his wives was a devout member of the Baptist Church, in which he has filled the office of deacon for many years. His first marriage was contracted with Elizabeth F. Taylor, the mother of Dr. Grimes, who was a daughter of James Taylor. Her father was an own cousin of Rev. James B. Taylor, one of the first Baptist missionaries to Rome. Six children were born of this union, W. J., the subject of this narrative, being the eldest. Two died in infancy, and the others are as follows: Mary F., wife of W. B. Carney, who resides on a farm on the Western Branch of the Elizabeth River; Lucy A., wife of John S. Wise, a son of John S. Wise, Sr., who is a cousin of Governor Wise and John Beauregard, whose birth took place in 1861, and who is now residing in Isle of Wight County. Dr. Grime's mother died in 1865, in the 30th year of her life. Some time later his father married again, being united with Martha A. Carney. Again he was called upon to mourn the loss of his companion, for in November, 1898, his second wife died, aged 76 years.

Dr. Grimes attended public school in his boyhood, meanwhile assisting his father on the farm. Later he attended Churchland Academy, and read medicine under the preceptorship of Dr. Edwin Phillips, of Suffolk. He subsequently attended the University of Virginia, taking a medical course and afterward entered Jefferson Medical College, at Philadelphia, from which he was graduated in the class of 1881. Returning to his native State he began practice at Smithfield, where he remained for seven years.

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